

TITLE: Connecting people and Places Through Yellow Bikes--H2
PROJECT MANAGER: Laurie Lundy, Executive Director
ORGANIZATION: The Yellow Bike Coalition
ADDRESS: 1101 Cedar View Drive
Minneapolis, MN 55405
WEB SITE ADDRESS: www.yellowbikes.org
LEGAL CITATION: ML1997, Chapter 216, Section 15, Subdivision 12 (e).
This appropriation is from the future resources fund to the Office of Environmental Assistance for an agreement with The Yellow Bike Coalition to expand and develop a bicycle recycling and transportation program in at least three cities.
APPROPRIATION AMOUNT: \$95,000 (\$75,000 - Metro and \$20,000 - Houston County)
TOTAL AMOUNT SPENT: \$94,950.13 (\$75,000 - Metro and \$19,950.18 - Houston Co.)

Statement of Objectives

The project transformed unused bikes for use in Minnesota communities. It provided the organizational capacity to manage the donations, repair, painting, community outreach and other needs associated with expanding the Yellow Bike program in St. Paul, Minneapolis and Houston County. The project continues. Key components include the following:

Overall Project Results

As of June 30, 1999, in the metro area, 645 bikes were deployed through hubs, groups and individuals, and another 600+ were cannibalized for usable parts and scrap. As a result, over 1,000 bicycles were saved from landfill. By the time the LCMR grant went into effect the Yellow Bike program had changed from leaving bikes in a public place for anyone to use to a bike check out program known as Yellow Bike Hubs.

- **YELLOW BIKE HUBS:** During the two-year grant period we deployed 189 Yellow Bikes to 17 hubs in Minneapolis and St. Paul. (See page 4.)
- **YELLOW BIKE LONG-TERM LOANS:** During the two-year grant period, 18 individuals needing a bike for longer than a day have used Yellow Bike Cards to check out Yellow Bikes from our shop. (See page 4.)
- **YELLOW BIKE CORPORATE FLEETS:** There are presently six Corporate Fleets. (See page 5 for details and Attachment i for a copy of article, "A Tale of Two Companies" from the Summer, 1999 issue of *Express* a publication of Metro Commuter Services.)
- **GROUP FLEET LOANS:** During the two year grant period we provided 177 Yellow Bikes to 8 groups, which includes the scheduled loan to the Returned Peace Corp Volunteers Conference. (See page 5.)
- **GIVE-A-WAYS:** During the two-year grant period Yellow Bikes has given away approximately 245 bikes to groups and individuals, which includes bikes given in exchange for repair work. (See page 5.)
- **RECYCLING:** Obviously recycling is a major part of the Yellow Bike program. All of our bike donations are recycled to the highest and best use. We have cannibalized approximately 600 bikes for usable parts and scrap. Repairable bikes are recycled and used in the Yellow Bike programs. (See page 5.)

- **COLLABORATION:** Passion and collaboration are the fuels that keeps the coalition going. Adding partners, youth groups and other volunteers is an ongoing process. The Yellow Bike project generated a great deal of interest and support. (See page 6.)
 - ▶ The Minneapolis City Council recently approved a \$20,000 grant from the 1999 Community Development Block Grant funds for TYBC to provide more bicycle transportation in the lower income neighborhoods of Minneapolis.
 - ▶ We are presently in the process of working with several Minnesota Correctional Facilities, Lino Lakes, Stillwater and Faribault, to set up an inmate bicycle repair program.
- **HOUSTON COUNTY:** According to Steven A. Kerska, Project Director, ClassCycle Bikes, Houston, MN, the ClassCycle Bike project has continued to exceed all expectations that were originally formulated by the board of directors. (See page 7 and Attachment iii.)

Project Results and Dissemination

- **THE YELLOW BIKE COALITION AS A MODEL:** The project has generated great interest, not only in Minnesota but many other US and International cities as well. We have had many, many requests for programing information. (See page) The Yellow Bike project offers a great model for other cities. Parts or all of this program could be replicated by others. Unwanted bikes are readily available everywhere and the concept excites people. This enthusiasm translates to all kinds of assistance. The scope of the effort can vary to fit the needs and capability of those interested. Youth, retired folks, the at risk population, or those in need of rehabilitation can be marshaled to repair bikes for the needy, for transit hubs or to earn a bike as a reward for hard work. (See page and Attachment)
 - ▶ The Minnesota Willard Munger Trail group has collaborated with Moose Lake Correctional Facility and the Department of Natural Resources to place Yellow Bikes at three State Park locations along the Willard Munger Trail near Moose Lake.
 - ▶ An Austin, TX group contacted us early on and we consulted with them many times. Seemingly, they now have a successful community bike program.
 - ▶ Wanting to use Minnesota's Yellow Bike project as a model, the North Jersey Transportation Planning Authority, Inc, part of Rutger's New Jersey Institute of Technology, recently published an article in it's national publication, *In Transition*, Volumn 4, Summer 1999. (See Attachment ii.)

Yellow Bikes

Connecting People and Places Through Bikes

AUG 16 1999



July 1, 1999
LCMR Final Report

LCMR Work Program 1997

I. Project Title: CONNECTING PEOPLE AND PLACES THROUGH YELLOW BIKES--H2

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Total Biennial Project Budget:

LCMR: \$95,000 (\$75,000 - Metro, 20,000 - Houston County) **Match 0**
TOTAL SPENT: \$94,950.13 (\$75,000 - Metro and \$19,950.13 - Houston Co.)

A. Legal Citation: ML1997, Chapter 216, Section 15, Subdivision 12 (e).

This appropriation is from the future resources fund to the Office of Environmental Assistance for an agreement with The Yellow Bike Coalition to expand and develop a bicycle recycling and transportation program in at least three cities.

B. Status of Match Requirement: No match required

II. Project Summary and Results: Increasing Yellow Bikes and biking opportunities available to Minnesotans. The Yellow Bike Coalition (TYBC) will provide an environmentally friendly alternative to the automobile while strengthening at-risk youth and others by providing them with opportunities to develop skills to organize work activities and refurbish donated bikes. This project will expand the number of recycled bikes available, the volunteer efforts to repair and maintain them and the places where the bikes will be available to Minnesotans.

III. Progress Summary:

In July, 1997, TYBC successfully negotiated with the Minneapolis Park & Recreation Board to store half the bike inventory in the old Fuji-ya Building for \$1 per month. The remaining inventory is stored free in St. Paul in the basement of a school district building.

Also in July, 1997 volunteers refurbished 60 bikes for flood victims in the Greater Grand Forks area. After working closely with the State Volunteer Coordinator for the Greater Grand Forks area the bikes, which were hauled by United Parcel Service, were distributed to people needing transportation.

In addition to the two Yellow bike Hubs opened in June, five Yellow Bike Hubs opened on Grand Avenue in August, after working with the Grand Avenue Business Association for seven months.

Eleventh-hour changes by one hub host resulted in vandalism and necessitated closing that hub. The remaining six hubs had varying degrees of success: from OK to GREAT. We closed the hubs the second week in November and returned the Yellow Bikes to storage for tune-ups. Only four bikes disappeared this season. The hub concept--checking out a bike like a library book--seems to work much better than free bikes on the street. Research indicates users prefer to know that a bike is available for the return trip. All hubs wish to continue in 1998. We have had other requests from both Minneapolis and St. Paul and plan to expand the number of hubs in 1998. (A copy of a letter from a very satisfied user is attached.)

Youth and other volunteers repaired close to 100 bikes which were painted, gratuitously, by ABRA Auto Body & Glass. Two Boy Scouts earned Eagle Scout status with Yellow Bike projects. ABRA provided pictures of the scouts with the painted bikes.

Using at-risk youth groups to repair bikes is not without problems. First, because we did not have work space, the groups had to work at their agency, which usually was an inadequate space; and second, the teacher turnover is extremely high. Therefore, when the instructor leaves the program turns to shambles. A solution is in sight, however: Ramsey County recently donated work space at the Ramsey County Government Center West. We are in the process of raising money for tools and outfitting the new "Shop." We are on our way to having four bicycle repair stations and have our first youth work group in the shop scheduled for February 8. Now that we have a place to work, we can actively solicit more involvement from a broader spectrum of the two urban communities.

Bike quality and safety has improved immensely with the help of two bike mechanic contractors. While bike transportation continues to be a problem, it has been alleviated in part through the collaboration with SOCK (Save Our Cities Kids) in sharing insurance and mileage costs of a van. Volunteers for transport projects continue to be allusive and time consuming.

In order to better manage incoming useable bikes and to provide resources for repair, a small donation is requested to accompany bike donations. The public heartily supports this policy.

Word is spreading about the success of the new direction of the Yellow Bike project. In addition to inquiries from Brainerd and Stillwater and two other cities outside Minnesota, the City of Berkeley, California spent considerable time researching Minnesota's Yellow Bike program.

Houston County's "ClassCycle of Houston, MN" is progressing nicely. TYBC's Executive Director joined the Houston County group for an organizational meeting in July and provides support as needed. On December 16, 1997, Steve Kerska, ClassCycle's president, wrote the following for this report:

"The new student based corporation in Houston, MN is alive and doing well! We are just completing our first semester of the classroom segment of the program. Students found the course exciting, but very challenging, with the high level of technical speciality required for repair on the modern bikes used today. The first two weeks were consumed by unpacking and assembling our shiny, new equipment and tools. We have seven stations, facilitating two persons per station. The program has received a plethora of local press and support, resulting in a bike shop calling to set up job interviews as soon as the students are available.

The board is presently working on phase two, which is the building aspect of the project. An intense fund raising effort is taking place, and we are already working with building contractors. . The land for the bike shop has been donated by the City of Houston at the head of the new bike trail. Once the bike shop is in place, students will

be hired to run the business. . . The board of directors, students and anyone connected with ClassCycle Inc is very appreciative of the support extended by The Yellow Bike Coalition."

We are very excited about our progress in 1997 and the possibilities for 1998.

January 1 - June 30, 1998

With the availability of shop space, which was generously donated by Ramsey County, the coalition was free to solicit tools and equipment for the shop. Nearly \$3,000 was raised for tools, equipment and supplies. A letter specifically requesting tools and supplies generated \$2,330 and personal requests generated another \$643. In addition, Quality Bicycle Products, Park Tools, Inc. and Bennett's Cycle Inc. provided generous tool and equipment donations to outfit the shop.

Having shop space also allowed the coalition to renew efforts to involve youth groups and other volunteers in bike repair. With spring came a flood of phone calls from interested youth groups. For example, School District 287 has multiple alternative education programs, many of which participated anywhere from one visit to on-going participation. Students and teachers from one of the programs in St. Louis Park, ProTeen Program, worked on bike repair at the Shop for two hours one day. On the other hand, students from Wayzata High School's Creative Expression Class in Plymouth helped transport bikes to and from the painter until all prepared bikes were painted. In April another group, an adult male treatment center from Stillwater, started bringing several men twice a week to the Shop for on-going bike repair with each of them earning a bike in the Work-to-Wheels program. However, it became apparent that many groups are only interested in a one-day field trip while a few others are interested in an on-going commitment.

Amid much publicity, the coalition opened its first Minneapolis Yellow Bike Hub at the ReUse Center in the Hi-Lake Shopping Center on March 18, 1998. Soon after another Minneapolis entity, the Green Institute, opened a mini hub in the building where it is presently housed on Franklin Avenue and will have a full hub after its new building opens. Several other Minneapolis entities are interested in becoming hubs during this season.

In April, with several partners participating in the Grand Release Celebration, eight Yellow Bike Hubs opened in St. Paul--three on Grand Avenue, two on Selby Avenue, two downtown and one on Harriet Island. Several other St. Paul entities have expressed interest in becoming hubs. The coalition's board decided mid-year that smooth operation and increased use of existing hubs must be a priority over opening new hubs.

To accommodate people needing a bike for longer-than-a-day, long term loans are arranged through The Shop for Yellow Bike Cardholders. Cardholders also have the benefit of using the shop during regular shop time.

Although we still have approximately 50 junkers, most of the junk bike inventory has been disbursed. The bikes were broken down by volunteer youth. Usable parts were sorted and stored. Unusable parts went to processors to be recycled. Other presently unused inventory remains in two warehouses. A spring warehouse bike sale produced little results.

An unexpected trend that seems to be developing is single day group loans. For example, last year People, Inc. requested the use of 15 Yellow Bikes for its annual outing. This year the request was for 50 Yellow Bikes for its outing. In addition several other groups used Yellow Bikes for educational and recreational outings. This unanticipated program trend fills a niche that previously went unfulfilled and certainly has potential of great benefits to the community.

Requests for information regarding the hub concept specifically and the Minnesota Yellow Bike

program in general continue. In addition to requests from other cities around the state and the nation, the coalition even received a request from Davis, CA, which is known as the biking capital of the United States. There seems to be a great deal of interest in the coalition's Yellow Bike program.

OVERALL SUMMARY OF RESULTS:

As of June 30, 1999, in Minneapolis and St. Paul, 645 bikes were deployed through hubs, groups and individuals, and another 600+ were cannibalized for usable parts and scrap. By the time the LCMR grant went into effect the Yellow Bike program had changed from leaving bikes in a public place for anyone to use to a bike check out program.

YELLOW BIKE HUBS: During the two-year grant period we deployed 189 Yellow Bikes to 17 hubs in Minneapolis and St. Paul.

- Research resulted in the 1997 introduction of the Yellow Bike Hub concept. Based on a successful European model, but still unique and a first in the US, the hub concept replaced the free, community bikes concept. Although both concepts are based on free usage, the free, community bikes concept means the bikes are placed, unlocked, on the street for anyone to use at any time. In addition to heavy losses due to theft and vandalism, this model is extremely hard to manage. In contrast, the Yellow Bike Hub concept is far easier to manage with far fewer losses. It works similar to checking out a library book. Quality recycled bikes with locks are checked out from participating businesses. Yellow Bike users make a one-time, refundable \$10 deposit, sign a waiver, receive a Yellow Bike Card and pedal away. What's more, by working two hours for the coalition, scholarships are available for those unable to afford the \$10 deposit. Users keep the card and use it to check out a Yellow Bike from any Yellow Bike Hub. The coalition outfits many hub bikes with baskets or carriers.
- In addition to the regular Yellow Bike Hubs, Catholic Charities-Branch III in Minneapolis, opened a hub to provide bicycles exclusively to its clients.
 - ▶ Although regular Yellow Bike Hubs serve many people who need transportation, they are labor intensive as they presently exist. Several hubs run very smoothly because the hub operator takes an active interest in checking and maintaining the bikes. Catholic Charities (CC), on the other hand, is not labor intensive. It is a closed system where they administer the program and handle their own maintenance and repairs. We provide replacement parts at cost and will replace stolen bikes, although none have been stolen to date. The CC Yellow Bike Hub opened on June 10, 1999 with six bikes. Because of the high use, two more bikes were added the next month. We intend to pursue additional hubs like CC that can readily serve people in need, not only with transportation needs, but it also provides some skill building.
- One hub, North Country Co-op in Minneapolis, stayed open throughout the winter, thereby providing continuous service throughout the year. In addition to some people from the neighborhood, North Country Co-op serves students and tourists.

YELLOW BIKE LONG-TERM LOANS: During the two-year grant period, 18 individuals needing a bike for longer than a day have used Yellow Bike Cards to check out Yellow Bikes from our shop.

- ▶ This service has helped people who were in town temporarily, either visiting, going to school, or looking for a job. One cardholder used a Yellow Bike for transportation to job interviews and landed a teaching job. Although this small part of Yellow Bikes' programming is an excellent service and is NOT labor intensive, it has not been well publicized.

YELLOW BIKE CORPORATE FLEETS: There are presently six Corporate Fleets. (See Attachment i for a copy of article, "A Tale of Two Companies" from the Summer, 1999 issue of *Express* a publication of Metro Commuter Services.

- ▶ In fact, there are many more interested corporations than we have the man, or woman, power to serve. However, the Metropolitan Council will start a Corporate Fleet next month. This part of the program certainly provides an environmentally friendly alternative to the automobile. A business with a Corporate Fleet encourages its employees to ride bikes for short business trips, lunch breaks and commuting. In addition to the benefit to the environment, a Corporate Fleet benefits the corporation by providing a good image regarding the environment, and it provides a nice benefit to its employees. This program works well not only for the small business that wants only two bikes for employees to enjoy riding during breaks, but it also works well for a major corporation that wants a large fleet of bikes, with paperboy baskets to hold briefcases, because employees need to travel between facilities on a vast campus, and it makes more sense to make the trip by bicycle than by car;

GROUP FLEET LOANS: During the two year grant period we provided 177 Yellow Bikes to 8 groups, which includes the scheduled loan to the Returned Peace Corp Volunteers Conference.

- This part of the program evolved from a need that Yellow Bikes could fulfill. First a non-profit with very limited funds wanted to use a fleet of bikes for an outing. Then a school group needed bikes for a field trip. One of the highest and best use of Yellow Bikes came about when St. Paul's Johnson High School started an "Outdoors Adventure Class" in response to today's kids not using their major motor muscles because they are on the computer or playing Nintendo and not playing outside climbing trees, playing ball or riding bikes like past generations. As a result a teacher started the class and asked us for 24 Yellow Bikes, which they picked up at the start of school in the fall of 1998. The class has several components. In addition to bike riding, they do rock climbing, fishing, etc. Not only does the class use the Yellow Bikes for the bike riding component of the class, but they also use the Yellow Bikes as transportation for the other components of the class. At the end of the school year, the school kept the bikes because the program was so successful. Wanting to further the student's education, the teacher is setting up a bicycle maintenance and repair program for the students in our shop. Although, this is probably the most successful part of our programming, we have not had the resources to market it.

GIVE-A-WAYS: During the two-year grant period Yellow Bikes has given away approximately 245 bikes to groups and individuals, which includes bikes given in exchange for repair work.

RECYCLING: Obviously recycling is a major part of the Yellow Bike program. All of our bike donations are recycled to the highest and best use. We have cannibalized approximately 600 bikes for usable parts and scrap. Repairable bikes are recycled and used in the Yellow Bike programs.

- Many, many bikes--an unknown number--have been diverted from the landfill. For example, recently a developer was about to demolish a building that housed 75 bikes in the basement. He was going to throw them in trash dumpsters unless we took them, so we made arrangements to have them picked up and recycled--some for program, some for scrap. We have rescued other groups of bikes in this manner.

COLLABORATION: Passion and collaboration are the fuels that keeps the coalition going. Adding partners, youth groups and other volunteers is an ongoing process. The Yellow Bike project generates a great deal of interest and support.

- Along with the Friends of St. Paul and Ramsey County Parks, other organizations such as the Minnesota Coalition of Bicyclists, the Department of Natural Resources and the St. Paul Riverfront Development Corporation provided guidance for the fledgling coalition. Soon, many other partners came forward to help. For example, A Accessible Mini Storage, the City of St. Paul, Minneapolis Park & Recreation Board, Minneapolis Community College, Ramsey County, St. Paul School District, and a private partnership have all provided space; Action Moving Service, Quast Transfer, Ryder Trucks and United Parcel Service have moved bikes; ABRA Auto Body paints all the bikes and Dorsey & Whitney L.L.P. provides pro bono legal service. In addition to the government grants, donors of cash, goods and services such as the Elmer L & Eleanor J. Andersen Foundation, Bobby Bead, Bennett's Cycle, Bicycle Magazine, Big City Bagels, Brueggers Bagel Bakery, Caribou Coffee, the Cunningham Group, H. B. Fuller Foundation, Grand Avenue Business Association, Grand Performance Bike Shop, Home Depot-St. Louis Park, Macalester Bike and Skate Exchange, Metro Commuter Services, Minnesota Environmental Fund, Casey Albert T. O'Neil Foundation, Park Bicycle Tools, Quality Bicycle Products, Rob Brown Communications, Tapemark Corporation, 3M and University Sports. Many groups have benefited not only its members but the Yellow Bike program as well. For instance groups such as Cedar Ridge Treatment Center, City Academy, Central High School, various classes of School District 287, White Bear Central Middle School and White Bear Cub Scouts repaired bikes for the program and in turn learned new skills and in some cases earned a bike. Instead of repairing bikes, another group of youths, ReEntry Services, Inc., strips down junk bikes for usable parts and scrap. In addition to providing the youth with a learning experience and a satisfying way to put in court-ordered community service hours, their efforts proved to be a great service for us. Finally, numerous individual volunteers in many capacities have kept the coalition rolling along. Last year, a volunteer generously offered the coalition a Web site, which he helps maintain. Another volunteer and part-time mechanic designed the Web site, which can be seen at <http://www.yellowbikes.org>. We are presently in the process of working with several Minnesota Correctional Facilities, Lino Lakes, Stillwater and Faribault, to set up an inmate bicycle repair program. In fact, Faribault picked up the 75 bikes a developer was going to throw away.
- The Minneapolis City Council recently approved a \$20,000 grant from the 1999 Community Development Block Grant funds for TYBC to provide more transportation in the lower income neighborhoods of Minneapolis.

THE YELLOW BIKE COALITION AS A MODEL:

- The publicity this project generates has already spurred great interest. Numerous requests for program information have come from cities not only in Minnesota but other US and International cities as well. In 1997 most of our program inquiries came from Minnesota cities via the telephone. Brainerd, Fergus Falls, Houston, Moose Lake, Redwing and Stillwater. Missoula, Mt and Austin, TX both made inquiries and now have thriving community bike programs. After our Web Site was established in 1998, we mostly had program inquiries from within the United States. For example, Davis, CA; Chicago and Jacksonville, IL; Bloomington, IN; Boston, MS; and Cincinnati and Columbus, Ohio with one inquiry from Montreal. Then in 1999, inquiries increased from both US and International cities. Following are some examples of inquiries from other states: Santa Cruz, CA; Pensacola, FL; Alpina, MI; Durham, NH; Cleveland, OH; Lincoln, NE; Lubbock, TX and

Burlington, VT. Inquiries from outside the U.S. came from places such as several cities in British Columbia; Prince Edward Island; England, Scotland and Ecuador. The Yellow Bike project offers a great model for other cities. Parts or all of this program could be replicated by others. Unwanted bikes are readily available everywhere and the concept excites people. This enthusiasm translates to all kinds of assistance. The scope of the effort can vary to fit the needs and capability of those interested. Youth, retired folks, the at risk population, or those in need of rehabilitation can be marshaled to repair bikes for the needy, for transit hubs or to earn a bike as a reward for hard work. Wanting to use Minnesota's Yellow Bike project as a model, the North Jersey Transportation Planning Authority, Inc, part of Rutgers New Jersey Institute of Technology, recently published an article in it's national publication, *In Transition*, Volume 4, Summer 1999. (See Attachment ii.)

- ▶ The Willard Munger Trail group has collaborated with Moose Lake Correctional Facility and the Department of Natural Resources to place Yellow Bikes at three State Park locations along the Willard Munger Trail near Moose Lake.

HOUSTON COUNTY:

- ▶ The Houston County Recycling Director started contacting us several years ago. Houston County Recycling then collaborated with the Houston High School and the resulting project, ClassCycle Bikes, Inc. has become a successful program. The report from Steven A. Kerska, Project Director, ClassCycle Bikes, Houston, MN follows:

The ClassCycle Bike project has continued to exceed all expectations that were originally formulated by the board of directors. The project is now in the second year of operation. Recently we celebrated our grand opening in a main street location in our community of Houston, MN. We are a full line bike shop with an extensive parts inventory. The much anticipated Root River Bike trail will soon be connected to our community. Upon arrival of the bike trail, we will also rent bikes to community members along with tourists visiting this beautiful corner of Minnesota.

We are happy to report that we have been able to hire a variety of youths from our community who have completed our classroom educational program. Students work on meeting the ClassCycle Bikes' customers needs, working under the Mentorship of an experienced adult. We feel very strongly that the bike shop is a vital business in our community and is even a greater place for our students to develop life long skills. From the positive response that we have experienced, we are presently using the bike shop project as a model in the development of a new company called PrintWorks, which again will be a student based business supplying the community and county with their desktop publishing and printing needs.

We are also happy to report that we have not forgotten one of our founding principles of removing bikes headed to the landfills and ditches of our beautiful state. We continue to intercept bikes or retrieve them from the area landfills, along with bikes brought in by customers no longer desiring ownership and refurbish them putting them back into useful condition or removing useful components. We also have on display in our show room several pieces of furniture/stools that have been fabricated from discarded bikes, showing that there may be life after death for some bikes.

On behalf of the board of directors, students, and myself, I would like to take this opportunity to thank the Yellow Bike Organization and

especially Laurie Lundy for so graciously working with us at ClassCycle Bikes from the early stages of conception, through the first two years of operation; without their leadership and assistance, our project would not exist as it does today. (See Attachment iii.)

PROBLEMS: Although much has been accomplished in the four years since TYBC was founded, the project has not been without obstacles.

- One of the first problems encountered was the lack of liability insurance coverage available for the project. This seems to be a common problem for community bike projects and still remains unsolved. To no avail, a great deal of time was spent researching this issue. Apparently, no insurance carrier will provide coverage for a community bike project. Other community bike projects evidently resort to the same solution as TYBC: provide a sign or sticker on the bike stating: "Ride at your own risk" Meanwhile, the final advice TYBC received from a large insurance broker was, "The best insurance for Yellow Bikes is no insurance and no assets!" Still, the community bicycle programs live on without a known incident.
- The second problem relates to the ready availability of old, unused bikes that people are eager to clean out of their garage, basement or shed. Having a large inventory of old bikes on hand and so readily available immediately became both an advantage and a disadvantage. Obviously, it was an advantage because bikes are the main product of a community bike program. Indeed, a ready supply of bikes is of paramount importance. On the other hand, an enormous inventory of bikes can be a disadvantage. The disadvantage became crystal clear when the organization lost its' first storage space. What do you do with over 700 bikes when you don't have any money? The problem of having too many bikes occurred almost immediately, had long-lasting effects and nearly put us out of business. Too many bikes and too little storage space became a huge problem and rapidly developed into a major issue. As a new, unknown organization, trying to find 6,000 to 10,000 square feet of free storage space was a monumental task. Finding warehouse space required many, many hours of research, pleading and begging. After space was finally obtained for \$1 a month it still was not a permanent arrangement. In fact, some of the arrangements for warehouse space lasted only two months, which, of course, necessitated moving all the bikes again.
- Transportation has plagued us until the recent donation of a trailer by a generous board member. Moving bikes was a major problem as a result of the storage problem. Each time TYBC had to vacate a warehouse, all the bikes had to be moved to a new destination. Although the bikes have usually been split between two warehouses, one in Minneapolis and one in St. Paul, at various times and places volunteers have had to move approximately 500 bikes four times. Moving bikes is tedious, cumbersome and time consuming. In any event, moving vast quantities of bikes is a dreadful way to burn out volunteers.
- Lack of work space also was a major problem until last year. In addition to the storage problem for such a large number of bikes, the subsequent problem of how to use and be able to handle that many bikes without a work space and using only volunteers became another monumental problem. Lack of work space was a major obstacle. No landlord would allow bike repair work in the warehouse; and funding was not available to rent a shop. As a result, TYBC did not have work space until January, 1998 when Ramsey County generously provided space for a Yellow Bike Shop in its government center.
 - Having a place to work was the big turning point. TYBC had hired two part-time bicycle mechanics who now have a place to work, a place to supervise and a place to teach. By this time the Yellow Bike program was better known, so it was easier to find tool and shop supply donations.

Along with tool and shop supply donations and other purchases, the people associated with the program are very proud of the Yellow Bike Shop with its six fully equipped work stations. Having a workshop has allowed youth groups to come in and strip down the old, unusable bikes for parts and scrap. Thus the huge inventory has been pared down to a manageable level. Having the workshop has also enabled regular scheduling of volunteers to repair bikes and classes to teach youth and others bike repair. Having a workshop removed a big impediment to the project's progress.

IV. Outline of Project Results:

The project will transform unused bikes for use in Minnesota communities. It will provide the organizational capacity to manage the donations, repair, painting, community outreach and other needs associated with expanding the Yellow Bike program in St. Paul, Minneapolis and Houston County. Key components include the following:

Result 1: Prepare and deploy more than 500 additional bikes for use in spring, summer and fall of 1997, 1998, and 1999.

- Coordinate the collection, storage, repair and painting of usable bikes;
- Salvage usable parts and recycle scrap bikes;
- Ensure quality control and safety standards for bikes;
- Solicit/maintain donations of bike parts, bike transporting and other needs;
- Pick up bikes in inappropriate places or that need repair.

LCMR Budget:	Metro-\$25,000.00	Houston County-\$20,000.00
Spent:	Metro-\$23,500.00	Houston County-\$19,950.13

As of December 31, 1997, \$6,850.95 was spent on parts and tools to set up the Houston County project, and \$5,329.70 was spent on the metro project:

\$1,829.70 was spent for mechanical expertise

\$3,500.00 was spent on coordination

As of June 30, 1998, \$6,850.95 was spent on parts and tools to set up the Houston County project, and \$11,301.77 was spent on the metro project:

\$3,851.77 was spent for mechanical expertise

\$7,450.00 was spent on coordination

As of June 30, 1999, \$19,950.13 was spent on bikes, parts, tools, supplies, utilities and labor for the Houston County project, ClassCycle Bikes; and \$23,500 was spent on the metro project:

\$ 8,000 was spent for mechanical expertise

\$15,500 was spent on coordination

\$23,500 - Metro project

\$19,950.13 - Houston County project

As of June 30, 1998 257 bikes were deployed through hubs, groups and individuals, and another 450 were cannibalized for usable parts and scrap.

As of June 30, 1999, in the metro area. 624 bikes were deployed through hubs, groups and individuals, and another 600+ were cannibalized for usable parts and scrap. (See OVERALL SUMMARY OF RESULTS starting on page 4)

Result 2: Provide the coordination and organization needed for the Yellow Bike program in St. Paul, Minneapolis and Houston County.

- Recruit additional partners, volunteers and board members from the three communities;
- Explore places where the Yellow Bike program can provide a dedicated fleet that would ensure bike availability for targeted use such as for visitors, special community areas or

businesses;

- Secure added warehouse facilities and/or places for bike repairs for other communities;
- Develop a process in other cities to receive donated bikes, pick-up damaged Yellow Bikes and transport bikes for painting and other needs;
- Adapt program to fit communities.

LCMR Budget \$25,000.00
Spent \$27,500.08

As of December 31, 1997, \$9,077.06 was spent on the metro project:

\$5,825.00 was spent on coordination

\$1,319.57 was spent on equipment

\$1,932.49 was spent on office and shop supplies and insurance

As of June 30, 1998, \$15,377.06 was spent on the metro project:

\$12,125.00 was spent on coordination

\$1,319.57 was spent on equipment

\$1,932.49 was spent on office and shop supplies and insurance

As of June 30, 1999, \$27,500.08 was spent on the metro project:

\$22,559.00 was spent on coordination

\$ 1,791.30 was spent on equipment

\$ 2,150.73 was spent on office and shop supplies and insurance

\$ 999.05 was spent on transportation

\$27,500.08

(See OVERALL SUMMARY OF RESULTS starting on page 4 - The results are too mingled to serve a useful purpose by separation.)

Result 3: Increase collaborative work with at-risk youth and other volunteers to refurbish bikes.

- Continue work with Save Our City Kids and other youth groups to repair and maintain bikes;
- Solicit involvement and cooperation from school systems, government agencies and bike-shops to expand efforts to train youth in bike repair, project management and life skills;
- Work with scouts, church groups, senior citizens and other volunteers to expand skill development and youth training;
- Work with Houston County Recycling as it develops program.

LCMR Budget \$25,000.00
Spent: \$23,999.92

As of December 31, 1997, \$5,668.90 was spent on the metro project:

\$5,251.52 was spent on coordination

\$ 417.38 was spent on programing (youth and other volunteers)

As of June 30, 1998, \$18,040.90 was spent on the metro project:

\$10,851.52 was spent on coordination

\$417.38 was spent on programing (youth and other volunteers)

\$1,103.10 was spent for mechanical expertise

As of June 30, 1999, \$23,999.92 as spent on the metro project:

\$19,964.97 was spent on coordination

\$ 442.43 was spent on programing (youth and other volunteers)

\$ 3,592.52 was spent for mechanical expertise

\$23,999.92

(See OVERALL SUMMARY OF RESULTS starting on page 4 - The results are too mingled to serve a useful purpose by separation.)

V. Dissemination:

The media is very interested in the activities of The Yellow Bike Coalition and will be alerted to on-going operations and partner collaboration (such as bike repair and painting) and expansion of the program. The media has provided good coverage in the past and hopefully will continue. Promotional flyer will be updated as warranted for use at conferences and other places to promote activities. A video is also available showing some media coverage.

The first Minneapolis Yellow Bike Hub opened March 18, 1998 amid a flurry of media attention. A copy of the March 22, 1998 Star Tribune article on the front page of the Metro/State Section is attached. In response to that article U. S. Representative James Oberstar wrote a "thumbs up" letter to the coalition, of which a copy is attached.

VI. Context:

A. Significance. The Yellow Bikes Coalition placed about 100 bikes in downtown St. Paul for public use in conjunction with BeBop Day in May 1996. Approximately 60 of the 150 bikes put out for public use were returned and warehoused over the 1996-97 winter. The Yellow Bike project is a sustainable communities program. The program transforms bicycles that are abandoned, heading for the trash or sitting unused in garages into working bikes available for community use. Donated bikes are refurbished by cooperating groups working with at-risk youth or other volunteers. Youth and other volunteers learn how to fix bicycles and organize business activities while performing a service valued by the community. Yellow Bikes are used to provide an environmentally friendly alternative to the automobile. Bikes will be situated in key locations to reduce the need for automobiles and parking while allowing residents and visitors to shop, eat, visit businesses, historic and recreation areas.

Research and analysis allowed by a small grant from the Office of Environmental Assistance indicates the need of using recycled bikes at dedicated sites where bikes can be checked out as needed. Therefore, Yellow Bike Hubs will be set up in urban areas.

The Yellow Bike Coalition is also initiating a dedicated fleet concept in which TYBC will furnish refurbished bikes to organizations and businesses for internal transportation use or for use at locations that will ensure bike availability for certain occasions and uses. Another facet of the program allows groups of under privileged participants to use yellow bikes for a specific occasion

The Friends of St. Paul and Ramsey County Parks helped start the Yellow Bike project. Save Our City Kids and other volunteers have provided youth volunteers to get the bikes ready for community use. The first 30 bikes were put on the streets of downtown St. Paul in September 1995. It is one of a few efforts in the nation. People in the region have shown their support by donating about 1000 bikes and parts. This project has generated much local and national interest. The effort has received so much interest that it has exceeded the ability of volunteers to manage all the facets and needs a coordinator to organize the many activities and marshal the financial support to remain viable. In addition, a part time bike mechanic is necessary to insure safety.

B. Time: The yellow Bike project will be an ongoing program. It needs a boost to get organized and develop the financial support in the community needed to keep going.

C. Budget Context: Until the fall of 1996, The Yellow Bike Coalition has relied upon help from several organizations, small grants and volunteer efforts to get the Yellow Bike project underway.

It has received administrative support from Friends of St. Paul and Ramsey County Parks and Trails. The Minnesota Bicycle Coalition and SOCK coordinated volunteers for bike repair. The City of St. Paul donated bikes and warehouse space. Original expenses were funded by TYBC board and advisory committee. Dorsey and Whitney donate legal assistance. Many others donated in-kind support.

TYBC is incorporated and has a 501(c)3 non-profit status from the IRS. The following foundations provided a total of \$2,500 in 1995: Casey Albert T. O'Neil Foundation; Elmer L. and Eleanor J. Andersen Foundation; and H.B. Fuller Foundation. In 1996 Casey Albert T. O'Neil Foundation and H.B. Fuller provided \$2,000. Grants to date in 1997: \$1,500 from the Elmer L. and Eleanor J. Andersen Foundation.

Table 1:

	July 1995-June 1997 Prior expenditures on this project	July 1997-June 1999 Project period	July 1999-June 2001 Future expenditures on this project
LCMR	00	95,000	00
Other State	20,500 *	00	00
Non State Match	3,280		85,000
In kind	28,300	48,200	60,000

* NOTE: The Office of Environmental Assistance awarded a \$20,500 grant that will be expended in the summer of 1997. It provides 16,585 for a coordinator, 2,200 for bike mechanics, 800 for warehousing, 500 for youth stipends and 415 for insurance.

Table 2:

Personnel:	
Executive Director	\$63,000
Bike Mechanics	8,500
Stipends for youth volunteers	500
Equipment	1,000
Acquisition	00
Development	00
Office/insurance budget	2,000
Houston County	20,000

VII. Cooperation:

A. Funding will be used for the following:

A paid coordinator, part time bike mechanics, stipends for volunteer youth at places such as Save Our City Kids, City Academy and U-Can Community Schools, equipment and general operating.

B. Community Support:

Foundation grants received in the past are anticipated in future years:

- Casey Albert T. O'Neil Foundation \$1,000
- Elmer L. and Eleanor J. Andersen Foundation \$1,000-1,500
- H.B. Fuller Foundation \$500-1,000

Warehouse donated by St. Paul HRA--annual value \$7,500

Warehouse donated by a Minneapolis Partnership--annual value \$30,000

Bike pick-up donated by St. Paul Parks--annual value \$1,000

Legal work by Dorsey and Whitney LLP--annual value \$5,000

Donated bikes 500 @ \$15--annual value \$7,500

The following donations were made to the Yellow Bike Coalition. The list exemplifies the extensive community interest and support:

- A Accessible Mini Storage: Bike storage space (Aug-Nov. 1995)
- An anonymous Minneapolis partnership: Warehouse space
- Abra Auto Body & Paint: Painting bikes yellow
- Action Moving Services, Inc.: Semi and driver for moving
- Brueggers Bagel Bakery: Bagels for the bike roundup
- Caribou Coffee Co.: Coffee for the bike roundup
- City of St. Paul, Park's Dept.: Bikes, truck and driver use, other help
- Friends of St. Paul and Ramsey County Parks and Trails: Administrative and fiscal support
- Macalester Bike and Skate Exchange
- Jim Mesick: Logo design
- Quast Transfer Inc.: Cartage from Duluth to St. Paul
- Ryder Trucks: Discounted truck rates for roundup and move
- Save Our City Kids: Youth volunteers assisting Yellow Bikes with bike repair and other activities
- Tapemark Corporation: Printing of "use at your own risk" decals
- 3M Corporation: Material for decals
- University Sports, Duluth: Donation of new bikes
- Yellow Cab Company: Yellow paint for donated bikes
- Over 1,000 hours of volunteer labor, collecting, fixing and maintaining bikes and administrative support

The Cunningham Group donated \$600 for 6 dedicated fleet bikes for company employees' business use.

VIII. Location: The project started in downtown St. Paul and is expanding to Minneapolis and another city.

IX. Reporting Requirements: Periodic work program progress reports will be submitted every six months. A final work program report and associated products will be submitted by July 31, 1999, or by the completion date as set in the appropriation.