

**AGENDA  
CITY OF BESSEMER  
PLANNING COMMISSION**

Regular meeting of the City of Bessemer Planning Commission to be held remotely and in person on Tuesday, May 4th, 2021, at 6:00 p.m.

**To leave a voicemail to the city council which will be played back at the city council meeting during public comment, please call city hall at 906-663-4311 and press 107.**

Due to the Coronavirus the City of Bessemer will have a virtual meeting.

- All residents may call in and/ or email questions, complaints, and comments to [Charly.loper@bessemermi.org](mailto:Charly.loper@bessemermi.org).
- The meeting will be posted on our face book page at [facebook.com/BessemerMich](https://www.facebook.com/BessemerMich)
- If you have any issues with attending the meeting virtually due to ADA difficulties, please contact Jennifer Adams at [jennifer.adams@bessemermi.org](mailto:jennifer.adams@bessemermi.org) or 906-663-4311 ext 104 48 hours before the meeting. Individuals can call 711 for relay support.
- You have the right to participate in a meeting of a public body held electronically includes the right to tape-record, to videotape, to broadcast live on radio, and to telecast live on television the proceedings of the public body at a public meeting. The exercise of this right does not depend on the prior approval of the public body. However, a public body may establish reasonable rules and regulations to minimize the possibility of disrupting the meeting.
- A public body may not require a person as a condition of participating in a meeting of the public body held electronically to register or otherwise provide his or her name or other information or otherwise to fulfill a condition precedent to attendance, other than mechanisms necessary to permit the person to participate in a public comment period of the meeting. We may request information for contact tracing if people attend in person.
- A person must be permitted to address a meeting of a public body held electronically under rules established and recorded by the public body. A person must not be excluded from a meeting held electronically otherwise open to the public except for a breach of the peace actually committed during the meeting.
- During a meeting of a public body held electronically, members of the public body are urged to take all votes by roll call to avoid any questions about how each member of the public body votes.
- If a public body holding a meeting electronically directly or indirectly maintains an official internet presence, the public body is encouraged to make available to the general public through the public body's website homepage an agenda and other materials relating to the meeting.
- Members of the general public otherwise participating in a meeting of a public body held electronically may be excluded from participation in a closed session of the public body held electronically during that meeting if the closed session is convened and held in compliance with the requirements of the OMA applicable to a closed session.
- In person attendance is limited to 50% capacity by the State. Above this number, public may be turned away and asked to join remotely.

link to join the webinar: <https://us02web.zoom.us/j/84755979570>

Or Telephone: +1 346 248 7799

Webinar ID: 847 5597 9570

International numbers available: <https://us02web.zoom.us/j/84755979570>

**COMMISSION MEMBERS: Kryshak, Osier, Beninghaus, Fabbri, Hellman**

**ROLL CALL**

**APPROVAL OF MINUTES – Regular Meeting – April 6th, 2021**

**CONFLICT OF INTEREST**

**PUBLIC HEARING – Capital Improvement Plan**

**BUSINESS**

- 1) Training
- 2) Capital Improvement Plan
- 3) Master Plan Chapters: 2, 3, 5, 7, and 12

**PUBLIC COMMENT**

**ADJOURN**

**A regular meeting of the Planning Council for the City of Bessemer  
was held in the City Hall Council Chambers on  
Tuesday, April 6th, 2021 at 6:00**

Osier called the meeting to order at 6:00.

Members Present: Osier, Kryshak, Fabbri, Hellman

Members absent: Beninghaus,

These members constitute a quorum

Kryshak made a motion to accept the minutes and place them on file. Hellman seconded it and after a roll call it passed unanimously.

There were no conflicts of interest

The commission had a discussion on economic development

The board discussed the Master Plan Survey and the drafted Master Plan Land Use.

There was no public comment.

Kryshak made a motion to adjourn the meeting. Hellman seconded it and it passed unanimously. The meeting adjourned.

# Pop-up lanes increased cycling during pandemic

By Veronica Penney

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Adding bike lanes to urban streets can increase the number of cyclists across an entire city, not just on the streets with new bike lanes, according to a new study. The finding adds to a growing body of research indicating that investments in cycling infrastructure can encourage more people to commute by bike, which helps reduce greenhouse gas emissions and improve health.

"It's the first piece of evidence we have trying to, at a larger scale, link the bikeway infrastructure — these pop-up bike lanes and things that were built — to cycling levels during COVID," said Ralph Buehler, chair of urban affairs and planning in the School of Public and International Affairs at Virginia Tech, who was not involved in the study. The research, published online Monday in the Proceedings of the National Academy of Sciences, found that in cities where bike infrastructure was added, cycling had increased up to 48% more than in cities that did not add bike lanes.

Dense cities where public transit was already popular generally saw the largest increases. In cities with lower density, more cars per capita and higher traffic speeds, the increase in cycling was more modest.

Paris, which implemented its bike lane program early and had the largest pop-up bike lane program of any of the cities in the study, had one of the largest increases in riders. "It almost seems like a natural law that the more infrastructure you have, the more cycling you will have," said Sebastian Kraus, the study's lead author.

But in public transit research, the effect of adding bike lanes is a matter of debate.

"It's like a chicken-and-egg problem," said Kraus, a doctoral candidate in economics at the Mercator Research Institute on Global Commons and Climate Change in Berlin. "There can be this reverse causality that, actually, if you have a lot of cyclists, they will demand better infrastructure, and it's not really the infrastructure that creates more cycling."

The researchers collected data, including the lengths of new bike lanes and data from bike counters, from 106 cities across Europe. The bike counters allowed the researchers to measure the number of cyclists citywide, not just on the new bike paths. They analyzed the number of cyclists from March through July and found that in cities that had added bike lanes, cycling increased 11% to 48% more than in cities that had not added bike lanes.

The researchers found that the increase held when controlling for weather and changes in public transit supply and demand.

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The researchers found that the increase held when controlling for weather and changes in public transit supply and demand.

Matthew Raifman, a doctoral student in environmental health at the Boston University School of Public Health, found in a separate study that investments in infrastructure for cycling and walking more than paid for themselves once the health benefits were taken into account.

"They increase our physical activity and reduce levels of greenhouse gas emissions and improve air quality, which all have impacts on health," Raifman said.

Kraus cautioned that his study's findings were unique to the pandemic, as public health officials encouraged cycling to reduce the risk of coronavirus transmission and cities across the world added bike infrastructure to their streets.

But it may not be a stretch to imagine that more people could keep riding bikes once the pandemic ends. Research on transit strikes has shown that forcing people to experiment with new routes and modes of transit can lead to new routines.

"There are indications from mobility behavior research that as soon as you find another way of getting around, then you might actually stick to it," Kraus said. "So I'm confident that if you keep the infrastructure that people will continue cycling."



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