

2022 BAC CIP RESOLUTION—UPDATED DRAFT

Background

The Minneapolis Bicycle Advisory Committee joins the Pedestrian Advisory Committee and the City of Minneapolis in envisioning a future where people of all ages and abilities can easily walk, roll, bike, or use transit as they navigate the City. This committee supports centering equity, engagement, evaluation, education, and encouragement in engineering and funding prioritization for transportation safety and infrastructure. To achieve these goals, City streets need to be rebuilt and investments need to emphasize undoing decades of investment in motor vehicle infrastructure. These white supremacist public policies destroyed and displaced BIPOC communities into neighborhoods that are segregated, subjected to environmental health hazards, and over-policed to this day.

The infrastructure we fund and build now will shape how people get around for decades to come. With the current climate emergency, and the City's commitments to climate justice, racial justice, and complete streets, we must act with urgency. Every infrastructure project has the potential to create progress—or to maintain the status quo that limits economic opportunity, damages our climate, and endangers the lives of people who walk, roll, bike or use transit. The City has outlined this clear vision for transformative change in its Declaration of climate emergency, Resolution declaring racism as a public health emergency, Complete Streets policy in the 2040 Comprehensive Plan, Vision Zero Action Plan, and Transportation Action Plan. These policies and priorities are not cost encumbered, however, leaving a lot of pressure on processes such as the Capital Improvement Plan (CIP) to fund them.

Funding Recommendations

The 2022 CIP process should fund projects that reflect the City's priorities. We appreciate staff efforts to bring clarity to this process but would appreciate further public collaboration about decisions made to prioritize certain projects over others. Every year significantly more money is invested in motor vehicle infrastructure than in building the cleaner, safer, and people-scaled city envisioned. The City has a unique opportunity this year to take advantage of federal funding through the infrastructure and transportation bill to dedicate more money to furthering its goals. We encourage Public Works staff, the City Council, CLIC, and the Mayor's office to consider accelerating projects that are supported in the Transportation Action Plan including:

- River crossings for the Midtown Greenway extension to St. Paul
- The Great Northern Greenway connecting North and Northeast Minneapolis
- Completion of the Grand Rounds missing link

Additionally, the City should work with the Minneapolis Park and Recreation Board to support goals in the recently completed Parks for All Comprehensive Plan, as they relate to transportation, infrastructure, and access. We encourage Public Works to further explore its own existing and new projects being pursued through Regional Solicitation for better alignment with CIP-funded project timelines.

Program / Process Recommendations

We ask that Public Works consider CIP funding requests to include the following program and process recommendations to help prioritize and maintain the Transportation Action Plan's AAA network. To our knowledge these program and process recommendations do not currently exist. - Further explain why!

- Create a coordinated life cycle program that evaluates existing AAA network bikeway conditions that includes a schedule of investments in patching, resurfacing and reconstruction along with a schedule for maintenance of pavement markings and signage.
- Incorporate bikeway wayfinding into current CIP projects, that includes connections to pedestrian and transit infrastructure and business districts.
- Create a public map for bicycle /pedestrian projects and street reconstructions to assist with revisions and concerns.
- Prioritize scheduling of "BP" bicycle and pedestrian projects to start at the beginning of the construction season to prevent end of year mishaps such as the 2021 Midtown Greenway repaving, the Whittier/Lyndale Bikeway and the one year postponement of the Queen Bike Boulevard.
- On street reconstruction projects with AAA network improvements, ensure that bike facility components are completed within its construction period. What has happened too often is that they are treated as a project adjunct at the end of the following year or later. Completion of the bicycle facilities should be prioritized in sync with vehicular facilities including pavement markings and signage.