

Bicycle Advisory Committee Resolution

To: Minneapolis City Council, Minneapolis Public Works

From: Minneapolis Bicycle Advisory Committee

Date: July 22, 2020

Subject: Transportation Action Plan

Transportation Action Plan

The Minneapolis Bicycle Advisory Committee supports the Transportation Action Plan (TAP) overall, commends the City of Minneapolis and especially the Public Works department for this important effort towards a city that is accessible by everyone regardless of their mode of transport, and supports the Plan's focus on citywide goals around climate and equity.

We also have the following recommendations for changes to the draft TAP:

Engagement:

We encourage the TAP include a community engagement plan for project identification, plan review and evaluation. Some points worth considering include;

- A transparent process where individuals, advisory committees, and neighborhood organizations can provide input on project selections and understand its Capital Improvement Program scoring. This process should lift the voices in the City's stated values and include those most frequently left out, including Black, Indigenous, people of color, people with disabilities, people who are queer and trans, people with low incomes, people experiencing homelessness, etc.
- A PAC and BAC plan review process which goes beyond 0 and 30% design review, including all CIP street and parkway projects that have been identified as having possible pedestrian-bicycle improvements.
- PAC and BAC review of annual Parkway and Street resurfacing projects for possible pedestrian-bicycle improvements.
- Upon project completion, a PAC and BAC evaluation and funded revision process.

Racial Disparities and Racial Justice:

- Include specific goals to reduce racial disparities and increase racial justice. Biking, walking, rolling and transit directly address many ways historic transportation planning has created or exacerbated racial disparities (air quality/health, cost of living, roads designed for dangerous speeds/driver behavior) and should be appropriately named as part of the solution. Refusing to name the racialized impacts our transportation system has on people is a form of institutional racism.

- At a minimum, de-prioritize traffic enforcement as a historically and currently racist tool that exacerbates racial disparities. Decisions on enforcement should be made in collaboration with most-impacted communities (people with low incomes and communities of color) and should align with criminal justice debt reform policies that intersect with traffic enforcement outcomes.
- Infrastructure changes should consider and mitigate gentrification and displacement pressures, and specific care taken to partner with Black communities, Indigenous communities, and communities of color in making infrastructure changes.

Schools:

- All schools should be connected to at least one network (All Ages and Abilities Network (AAA) and or the Pedestrian Network).
- The city should dedicate funds (recommended minimum of \$50k annually) to support capital and maintenance for bike fleets for Minneapolis Public Schools and the TAP's stated goal of universal bike education.

Consistent Operation of the Network:

- The city should design and operate the AAA Network to prevent and minimize blocked lanes, which is currently a major issue with existing facilities.
- The city should maintain the network explicitly during construction (6.2) and replace with an equal facility during construction.
- The city should prioritize and clear the AAA Network to at least the same standard as snow emergency routes, and additionally monitor them to keep them clear and/or safe during freeze/ thaw cycles using best practice equipment and treatments.

Minimize On-street parking and eliminate automobile Level of Service:

- The inclusion of an oversupply of free on-street parking has long-gutted better or even minimal pedestrian and bicycle facilities from corridors. TAP should minimize on-street parking inclusion following guidance from the Complete Streets Policy.
- Ensure Complete Streets principles are explicitly included in Action 3.1, which currently calls for an increase in "other modes" without specificity as to priority.
- In Action 3.1, replace "zero or decreasing motor vehicle trips" with language that calls for a decrease in motor vehicle trips in alignment with the City's final Climate Action Plan goal of 100% carbon neutrality by 2050. Planning for "zero" or minimal change in motor vehicle trips runs contrary to entirety of the Transportation Action Plan, Climate Action Plan, and Complete Streets Policy.

AAA Network Clarity:

- Consider the audience of this plan and use the language All Ages and Abilities "Bicycle" Network to minimize confusion.

Walking and Rolling:

- The Minneapolis Bicycle Advisory Committee defers to and supports the Pedestrian Advisory Committee's asks around walking and rolling in the Transportation Action Plan.

Update to Action 1.1:

48 miles of new neighborhood greenways that manage motor vehicle volume and speed, improve safety and **minimize wait times** at major crossings, **reduce the number of minor crossings**, and **eliminate** stopping at minor crossings. Start with the Northside Greenway and the Southside Greenway.

Neighborhood Greenways:

Reconsider the titling of "Neighborhood" Greenways and their identity:

Minneapolis has an organizational naming protocol of neighborhoods, communities, wards, park districts, and county districts with neighborhoods being of the smallest demographic and geographic entity. The City's Greenways span multiple neighborhoods, communities and districts. They serve as direct connections to parks, schools, cultural and business destinations and to the Grand Rounds Regional Trail which encircles the City perimeter. The importance of these greenway routes should be emphasized with special attention to their identity, signing and pavement markings. They are a special category within the "all ages and abilities" network and should have elements similar to the regional trail system to encourage their use and public understanding. It is worth considering;

- Specific greenway identity and directional signing.
- Kiosks with specific route mapping and destinations.
- Signs providing mileage distances to critical crossroads along the route.
- Pavement markings that include zebra crossings and stop lines at intersections along the route.

Existing city greenway signing and pavement markings are often a confusing mix along individual greenways as well as the entire greenway network. Efforts should be made at standardization as well as allowing individual greenways to be unique.