

Capital Improvement Plan and Related Processes - Transportation Commission Recommendations

The Transportation Commission Requests the following project modifications, additions, and process adjustments related to the Capital Improvements Plan (CIP):

Capital Improvement Plan Projects – the Transportation Commission requests that staff incorporate, and the Planning Commission approve, the following project modifications as part of the CIP:

- All Ages and Abilities Bicycle Network – The CIP should reflect a project which implements the recommendation from “Moving Together Towards Vision Zero” Transportation Master Plan (Vision Zero Plan) which calls for implementation of 5 miles of new/enhanced all ages and abilities bicycle facilities annually.
 - Permanent, physical protection such as curbs and bollards is preferred to removable, flexible delineators.
 - S. State Street – in addition to prioritizing implementation of projects identified in the State Street corridor plan (see recommendation below under “Project Funding and Budget”), a new project should be added to reflect non-motorized connections:
 - Oakbrook to S. State
 - S. State to Broadway and connecting under the railroad to Industrial
- Non-motorized connections across railroad tracks – the CIP should identify safe and separated non-motorized connections to Bandemer and Gallup parks and these should be high priorities. Other opportunities for improving connectivity across the rail lines should be investigated and added to the CIP.

Project Evaluation and Selection Process – The Transportation Commission requests that staff incorporate the following process improvements

- Develop a prioritization model to guide filling bike lane gaps that includes:
 - A connectivity analysis to measure how the overall system will be enhanced by filling specific gaps, with an emphasis on creating direct, safe routes for bicycles.
 - Evaluation of critical inputs like crash history, car speed, and car and bike volume of the road.
 - Segments of the All Ages and Abilities Bicycle Network identified in the Moving Together Toward Vision Zero plan.
- Develop a process to include speed management and traffic calming in existing resurfacing and reconstruction projects. This aligns with the upcoming work plan for the Transportation Commission and its new Traffic Calming/Speed Management Committee.

Project Funding and Budget – The Transportation Commission requests that staff incorporate, and City Council approve, the following budget recommendations:

- Identify and commit funding for 5 miles of new/enhanced all ages and abilities bicycle facilities annually.
- Identify and commit funding for the Washington Bicycle Boulevard project sooner than 2025.
- Accelerate the shift to protected bike lanes, including the purchase of necessary smaller plow and sweeping equipment.

- Identify and commit funding for implementation of improvements along the S. State St. corridor.
 - I-94 WB Ramps to Oakbrook Road Improvements (TR-SC-20-17 State St)
 - Ellsworth to I-94 EB Ramp Road Improvements (TR-SC-20-19 State St)

Policy Recommendation – The Transportation Commission requests that staff forward to Council’s Policy Committee the following complementary recommendation:

- State St/I-94 interchange – request MDOT to include the State Street and I-94 interchange as a high priority and that it should incorporate the non-motorized improvements as identified in the S State Street Corridor Plan