

Minnesota's Growing Pedestrian and Bicycle (Active Transportation) Needs

BikeMN supports HF ____ and SF ____ which allocate \$30 million to the MnDOT Active Transportation Grant Program that was created in 2017 but has never been funded.

Funding shortfalls...

City and county leaders in Minnesota have reported a backlog of as much as or more than \$1.3 billion in projects for sidewalks, curb ramps, safer intersections, trails, bike routes and lanes and other bicycle and pedestrian infrastructure and programs.¹ Demand for funding consistently greatly exceeds the amounts available with every solicitation done by MnDOT, Met Council, and other Metropolitan Planning Organizations. The federal Transportation Alternatives Program (TAP) simply cannot meet demand – during the last round of MnDOT and Met Council solicitations applicants sought about \$125 million for 88 TAP projects but only \$32.6 million was awarded to 28 projects.²

Public Demand...

Eighty-three percent of Minnesotans believe that future transportation projects should accommodate not only motorized vehicles, but also walkers and people on bicycles. Likewise, 70 percent of respondents say that if they were deciding where to live today, sidewalks and places to take walks would be important features to them. More than half say the same about being able to bike or walk to other places and activities in their community.³

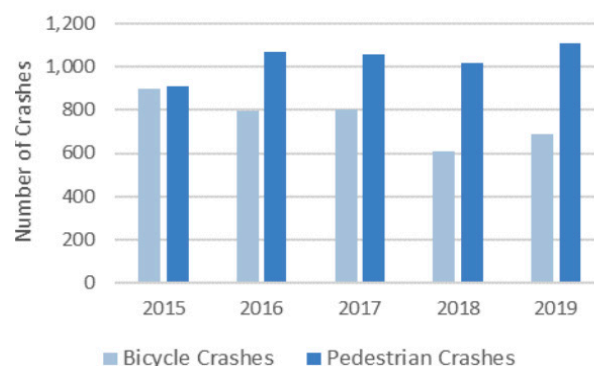
Safety and health...

Better pedestrian and bicycle infrastructure and education programs will help to improve safety and health in Minnesota's communities. There has been a sharp jump in pedestrian fatalities and dangerous driving behavior in Minnesota in the last couple years, and during the pandemic. There have been 16 already in 2023. In 2018, 30% of Minnesota adults were obese and 36% were overweight. In addition, 27 percent of Minnesota's youth between the ages of 10 and 17 are overweight or obese, due in large part to a lack of physical activity such as walking and bicycling.⁴

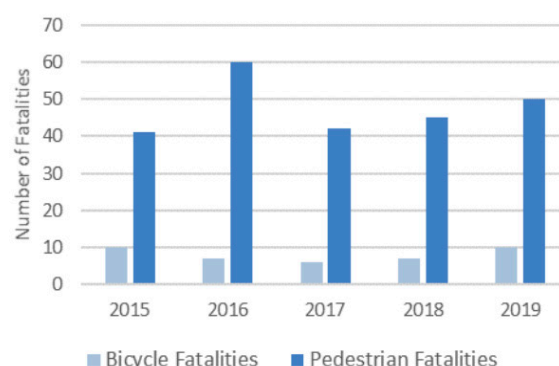
Economic development...

Good walking and biking have become an economic development engine and a means of attracting and retaining a strong workforce and maintaining strong businesses. Walker, Lanesboro, Bemidji and Duluth have seen these benefits. Red Wing, Rochester, Moorhead and other communities are seeking them through new comprehensive multimodal transportation plans. Minnesota now has 34 nationally recognized Bicycle Friendly Communities and several of Minnesota's internationally known brands have been recognized nationally as Bicycle Friendly Businesses – such as 3M, General Mills, Thomson Reuters, and Target – along with 110 other businesses, including 50 in Greater Minnesota.⁵

Bicycle and Pedestrian Crashes



Bicycle and Pedestrian Fatalities



Charts from Transportation 2022-23 Governor's Biennial Budget Recommendations, page 51.

¹ TLC analysis of city and county existing ped and bike transportation requests

² MnDOT, in response to query about 2017-18 solicitation

³ BlueCross BlueShield Center for Prevention, 10/22/15, <http://www.centerforpreventionmn.com/newsroom/press-releases/minnesotans-move-more-in-communities-geared-for-physical-activity>

⁴ National Survey of Children's Health, Health Resources and Services Administration, Maternal and Child Health Bureau. <https://mchb.hrsa.gov/data/national-surveys>

⁵ The League of American Bicyclists, <http://bikeleague.org/bfa/awards>