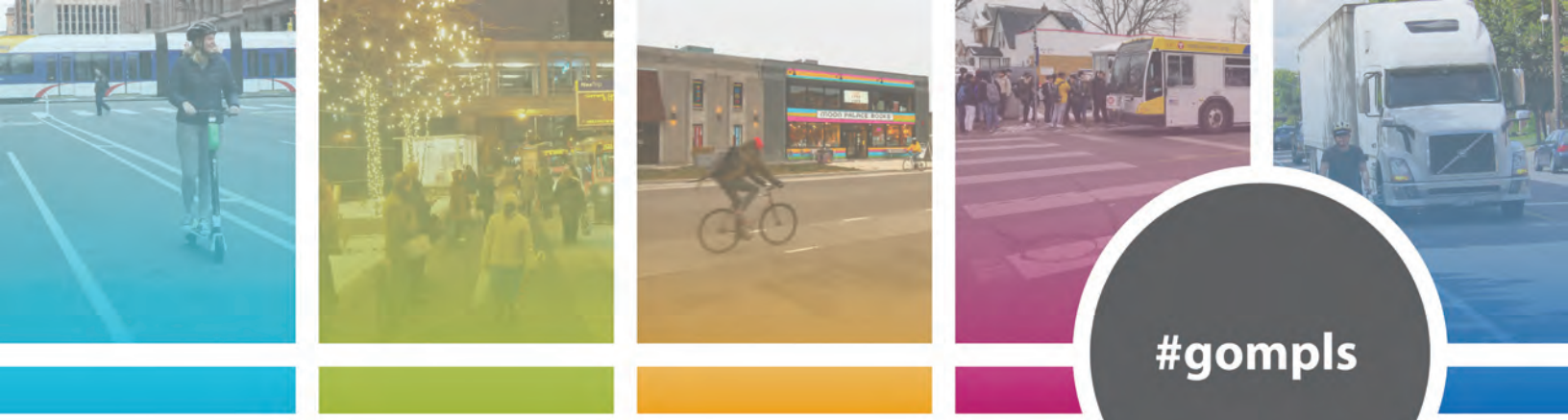
Phase I: 2018

Phase II: January-June 2019

Phase III: 2020 – coming with final plan

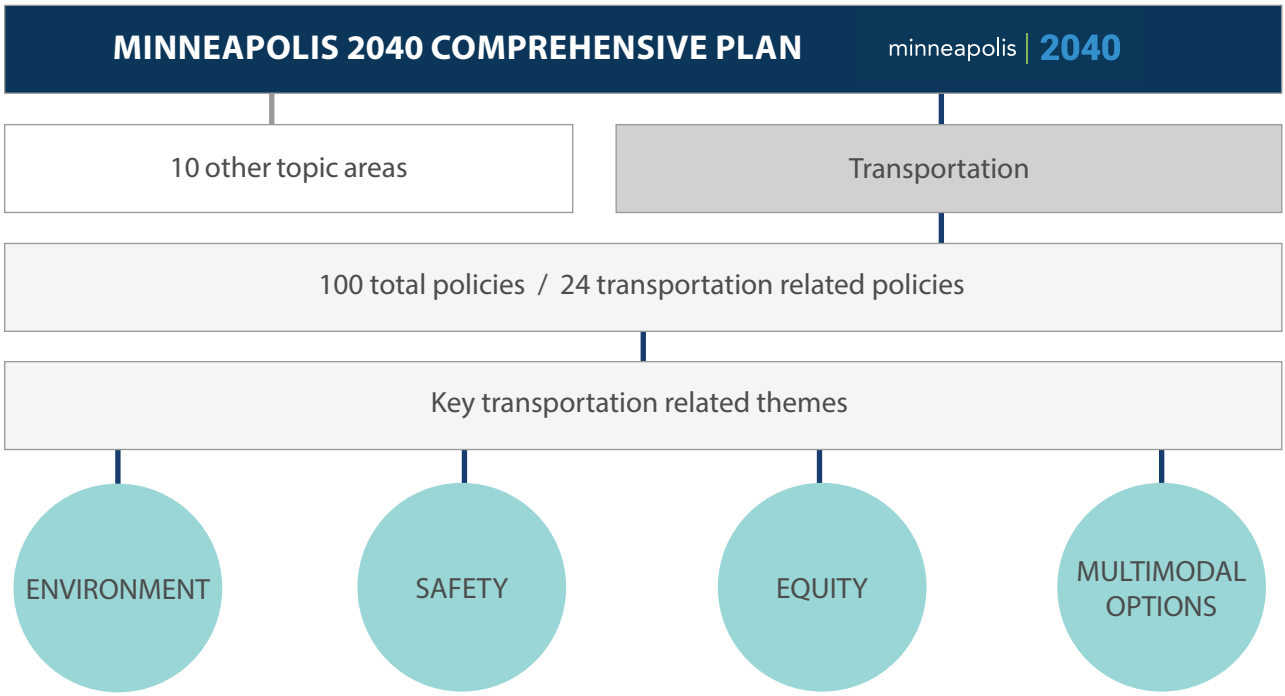


Phase I Engagement Summary

Minneapolis Transportation Action Plan | Department of Public Works | March 2019

MINNEAPOLIS 2040 COMPREHENSIVE PLAN

Minneapolis 2040 is the City's Comprehensive Plan which was approved by the City Council in December 2018 to be submitted to the Metropolitan Council. The plan sets the long-term transportation vision for the city. The Phase I Engagement Summary summarizes the transportation direction set in Minneapolis 2040 and highlights input from the public gathered during 2018 at events held throughout the summer and fall, and through an online survey.



Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Eliminate fatalities and severe injuries that are a result of crashes on City streets by 2027.

Ensure that the quality and function of the transportation system contributes to equitable outcomes for all people.

Support, build, and maintain a multimodal transportation system that promotes growth in a sustainable manner and prioritizes walking, biking and transit.

THEMES

We need to aggressively expand clean transportation options to reduce our impact on climate change.

Keep the streets safe for everyone!

The City needs to invest resources into programs that are equitable in supporting people of color and indigenous communities.

Transportation options besides driving should be strengthened before driving is discouraged.

MINNEAPOLIS 2040 COMPREHENSIVE PLAN

Over three years, City staff engaged with thousands of community members about the goals, topics, policies, and actions of the Minneapolis 2040 Comprehensive Plan. Feedback collected through Minneapolis 2040 helped form the vision for transportation in the city; this feedback will also inform strategies developed in the Minneapolis Transportation Action Plan.

The 2040 Plan engagement effort focused on hearing from people from a variety of backgrounds, with a focus on communities that have been historically underrepresented. The City received **more than 2,200 comments** on transportation in planning process while developing Minneapolis 2040.

Most comments offered support for improving transit, walking, and bicycling, and expressed support for related policy items. Some comments offered concern that a focus on transit, walking, and bicycling would negatively impact people who rely upon driving or was not a realistic future to pursue.

City staff engaged with community members at...

25 Community events

34 Community dialogues

30 Ward & neighborhood events

14 Open houses

City staff received over...

10,000 online comments,

2,200 of which focused on transportation.



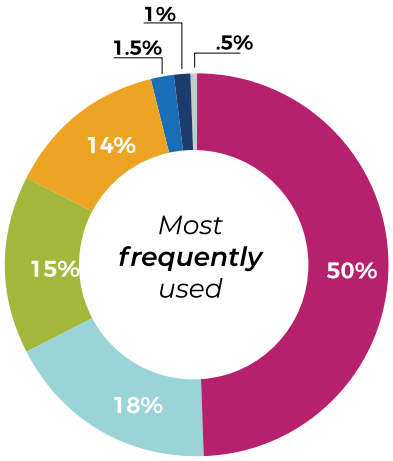
The 2040 Comprehensive Plan established the city's long term transportation vision

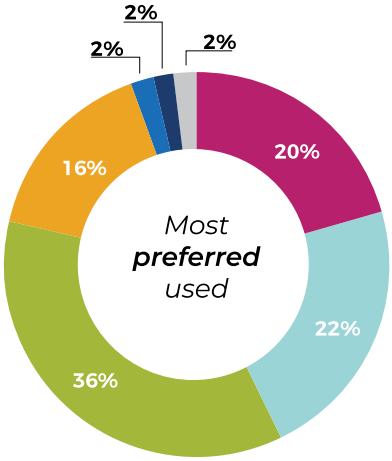
EARLY CONVERSATIONS ON TRAVEL BEHAVIOR

In the summer of 2018 Public Works staff engaged with the community in two ways: at in-person events and through an online survey. Staff were at Open Streets events and at farmer's markets throughout the city. Open Streets are events that temporarily close a street to motorized traffic and open it up for general use by the public, notably those walking and bicycling.

To help inform the Minneapolis Transportation Action Plan, we asked people their most frequent and most preferred mode of transportation. We collected more than 5,000 responses at events around the city and the online survey.

We heard that driving is the most frequent way that people get around today, yet biking and transit are the top ways people would like to travel. The largest increases in demand were seen for biking, transit, walking, rideshare and carshare options; this feedback aligns with feedback from the Minneapolis 2040 Comprehensive Plan that people would like more transportation options available.





personal car | biking | rideshare | other
transit | walking | car share

WHAT IS YOUR MOST FREQUENT AND PREFERRED MODE OF TRANSPORT?

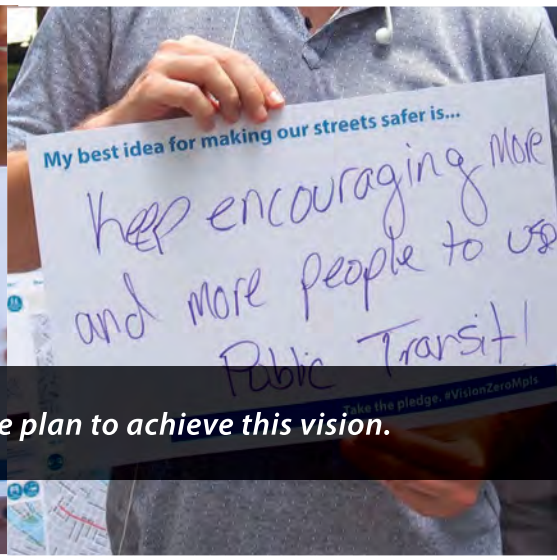
50%
FREQUENTLY
use a car

74%
PREFER
biking, transit or walking

Over
5,000
engaged around the city and an online survey







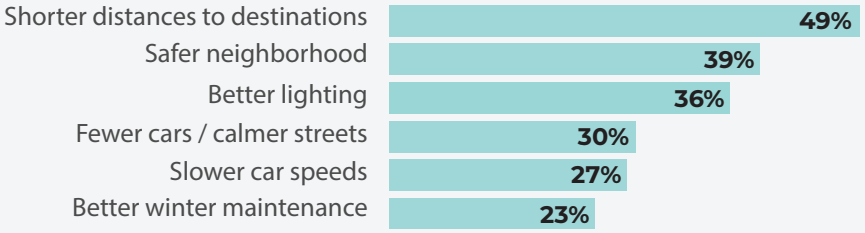
The Minneapolis Transportation Action Plan will establish how we plan to achieve this vision.

TAKEAWAYS FROM THE SURVEY

We received 2,744 responses to our online survey conducted between from the end of August through early November 2018.

WALK

What would encourage you to walk more than you currently do?*



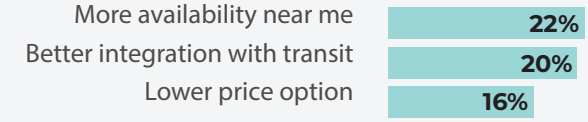
TRANSIT

What would encourage you to take transit more frequently? *



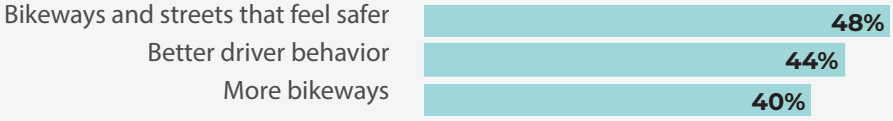
SHARED

What would encourage you to use a shared mode, such as rideshare, bikeshare or electric scooters?*



BICYCLE

What would allow you to bicycle for more trips?*



* Respondents could choose more than one response; percentages do not equate 100 percent.

In this survey, residents younger than 25, residents in North and the University of Minnesota area, African Americans, Asian Americans, and Latinos were most underrepresented. We will be doing specific engagement to ensure that we hear from underrepresented voices to inform this plan.

NEXT STEPS

Throughout 2019, we will be seeking input and feedback on initial ideas and draft elements of the plan.

Public Works will be hosting a number of engagement events, including:

- Community workhops
- Cultural dialogues
- Organization workshops
- Additional in-person and online activities

Check out our website to stay involved!

STAY UPDATED

go.minneapolismn.gov gompls@minneapolismn.gov

FOLLOW US

@cityofminneapolis @cityminneapolis @mplsgov

#gompls

Search and use #gompls on social media to stay connected

For reasonable accommodations or alternative formats please contact gompls@minneapolismn.gov. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users can call 612-673-2157 or 612-673-2626. Para asistencia 612-673-2700, Yog xav tau kev pab, hu 612-673-2800, Hadii aad Caawimaad u baahantahay 612-673-3500.

ACKNOWLEDGMENTS

Three committees and eight workgroups were established to help develop and guide the work of creating the Transportation Action Plan. The members identified below were critical to the development of this plan. Many agencies are represented in these committees and groups; while their participation was instrumental to the final plan, not all strategies and actions align completely with those agencies' practices and procedures; their jurisdictional responsibilities are acknowledged, respected and identified throughout the action plan.

Thank you for the partnership, collaboration and conversation to all the community members, agency partners and staff who helped shape this plan.

** Entities represented by only one member at each meeting.*

DEPARTMENT ACRONYMS

- Department of Community Planning and Economic Development (CPED)
- Minneapolis Advisory Committee on People with Disabilities (MACOPD)
- Minneapolis Bicycle Advisory Committee (BAC)
- Minneapolis Committee on Aging (MACOA)
- Minneapolis Fire Department (MFD)
- Minneapolis Health Department (MHD)
- Minneapolis Neighborhood and Community Relations (NCR)
- Minneapolis Park and Recreation Board (MPRB)
- Minneapolis Pedestrian Advisory Committee (PAC)
- Minneapolis Public Works Transportation Engineering and Design (TED)
- Minneapolis Public Works Transportation Planning and Programming (TPP)
- Minneapolis Surface Water and Sewers (SWS)
- Minneapolis Traffic and Parking Services (TPS)
- Minneapolis Transportation Maintenance and Repair (TMR)
- Minnesota Department of Transportation (MnDOT)
- University of Minnesota (UMN)

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Interim City Coordinator*

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Mayor Frey's Senior Policy Aide on Transportation

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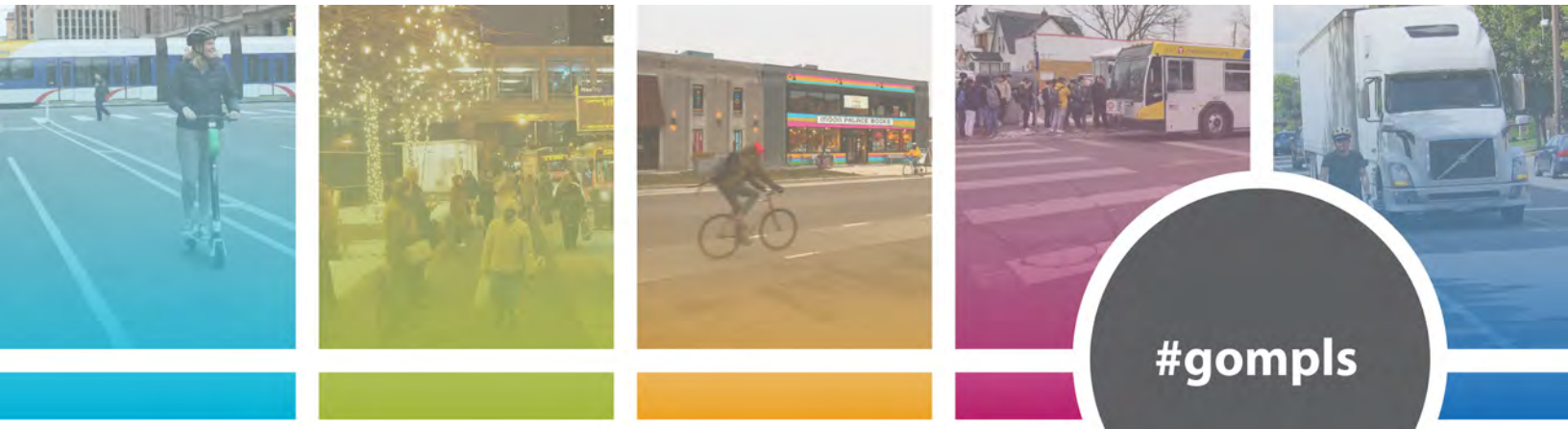
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Phase II Engagement Summary

Minneapolis Transportation Action Plan | Department of Public Works | August 2019

Minneapolis Public Works conducted engagement for Phase II of the Minneapolis Transportation Action Plan to get input on draft ideas for improving transportation for all people in all the ways they move around Minneapolis. Phase II engagement built off the framework set by the Minneapolis 2040 Comprehensive Plan (2016–2018) and high-level Phase I Transportation Action Plan engagement (2018). The Phase II Engagement Summary includes feedback received from engagement activities conducted between January and June 2019.

- **Gather** — Starting with the data (2017-2018)
- **Analyze** — Understanding the context (2018)
- **Listen** — Join the conversation (early 2019)
- **Create** — Bringing it all together (late 2019/early 2020)
- **Finalize** — Adopting the plan (2020)

PHASE II FEEDBACK IN CONTEXT

Input received in Phase II is helping shape the draft plan. Phase III engagement will seek feedback on the draft plan through a series of in-person and online events. Phase II was coordinated with engagement for the Vision Zero Action Plan.







ENGAGEMENT PROCESS

City staff developed a multi-faceted approach to Phase II engagement, including prioritizing engagement with historically underrepresented groups. The focus of Phase II was sharing information on existing conditions and receiving input on potential approaches to making improvements on our street across seven topic areas. Staff also collected feedback on draft priority bicycle and pedestrian networks.


Advanced Mobility

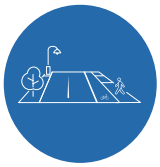

Pedestrian


Bicycle


Transit


Freight


Street Operations


Street Design

PHASE II ENGAGEMENT APPROACH

Four main engagement methods were used during Phase II to connect with as many and as diverse a sampling of people who live and work in Minneapolis.



1

In-person events including community workshops, organization workshops, ward forums, and other City-hosted events like "An evening with Janette Sadik-Khan".



2

Online engagement including the Transportation Action Plan website, online surveys, social media, and a Facebook Live open house.



3

Community engagement contracts where staff partnered with six community organizations and artists to do targeted engagement to reach traditionally underrepresented groups.



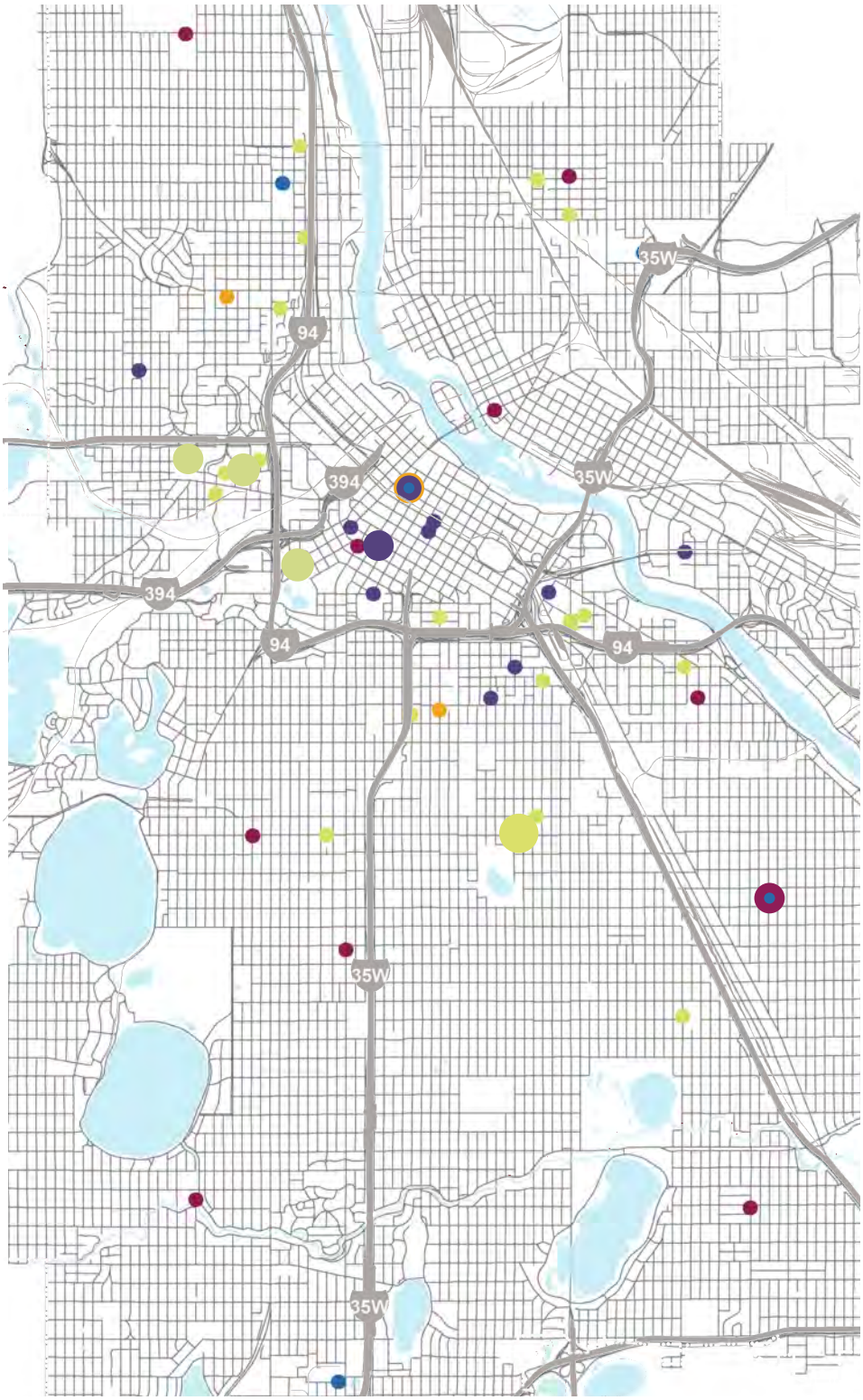
4

Community dialogues which were facilitated and customized conversations between City staff and community members of historically underrepresented groups.

PHASE II ENGAGEMENT BY THE NUMBERS

Engagement events map

- Community dialogue
- Community engagement hosted by community partners
- Community workshop
- Organization workshop
- Other event or presentation
- Ward forum



City staff and partners engaged with community members through

33
Events and presentations

Including:

6
Community workshops

3
Organization workshops

7
Community dialogues

10
Ward forums

In addition, community partners hosted

30
Community engagement activities

Messaging reached nearly **100,000** people on social media with over **700,000** impressions

During Phase II, City staff received over

2,500
comments

4,000
responses to multiple-choice questions

ENGAGEMENT SPOTLIGHT: COMMUNITY CONTRACTS FOR ENGAGEMENT

To expand the reach of engagement, Public Works partnered with six community-based organization and artists for creative engagement projects. These partners were selected after an open solicitation in early 2019 which generated 15 proposals. The six partners engaged with 758 people around the Transportation Action Plan through a series of 30 different activities.



High school students used historic letterpress to make postcard art related to transportation.



Comunidades Latinas Unidas En Servicio (CLUES) focused conversations on access to food and transportation issues



Residents in Minneapolis talked about public housing and transportation needs.

City staff worked with the following organizations and artists.

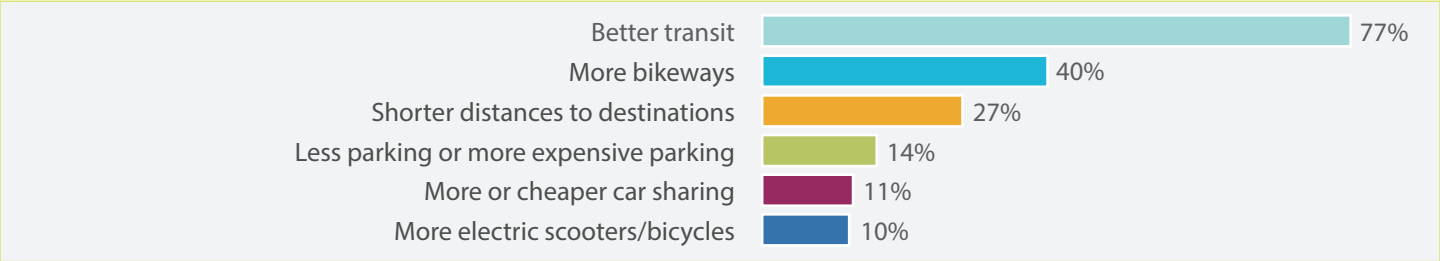
1. **Comunidades Latinas Unidas En Servicio (CLUES)**, who did focus groups with Latino families on transportation access
2. **Harrison Neighborhood Association**, who did outreach and engagement sessions with residents with an extra focus on reaching East African and Southeast Asian residents
3. **Minneapolis Highrise Representative Council**, who engaged with public housing residents
4. **Move Minnesota**, who engaged with Minneapolis Community and Technical College students
5. **Seward Redesign and West Bank Community Development Corporation**, who led conversations with Somali community members
6. **Streetcorner Letterpress**, who did screen print transportation visioning with high school students

Feedback from this engagement is incorporated in this summary, and a separate summary detailing this engagement is available on the Transportation Action Plan website.

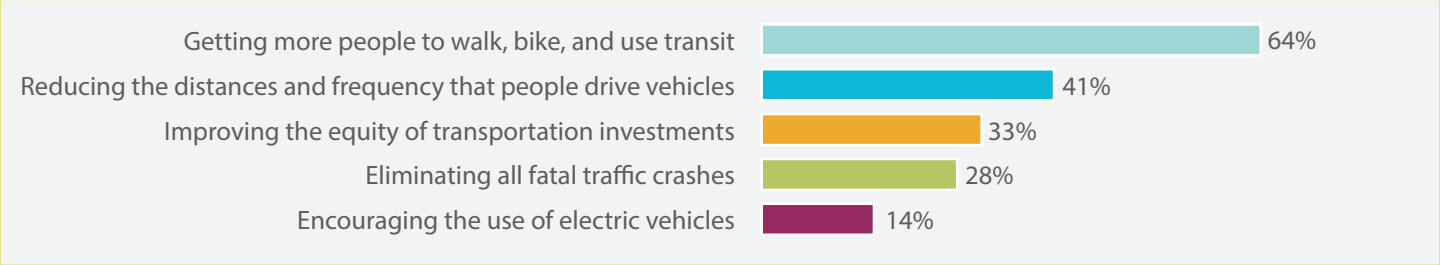
OVERARCHING FEEDBACK

City staff asked three overarching questions throughout Phase II engagement. Collectively, more than 2,500 responses to these questions were received. The questions attempted to gauge how people can help support the goals of reducing greenhouse gas emissions, what success of this plan would look like 10 years in the future, and what is the largest opportunity to transform transportation in Minneapolis.

1 To reach the City's greenhouse gas reduction goal, we need to reduce driving by more than 33 percent. What are two things that would support you driving less? (1,893 responses)



2 How would you measure the success of the Transportation Action Plan? Select up to 2 priorities. (1,179 responses)



3 Dream big. What would transform transportation in Minneapolis in the next decade? (333 responses)

Improving or reducing the cost of transit was the most common response. Some respondents shared future technology ideas such as electrifying transportation, automated vehicles, or flying cars. Reducing or slowing cars was also a common theme.

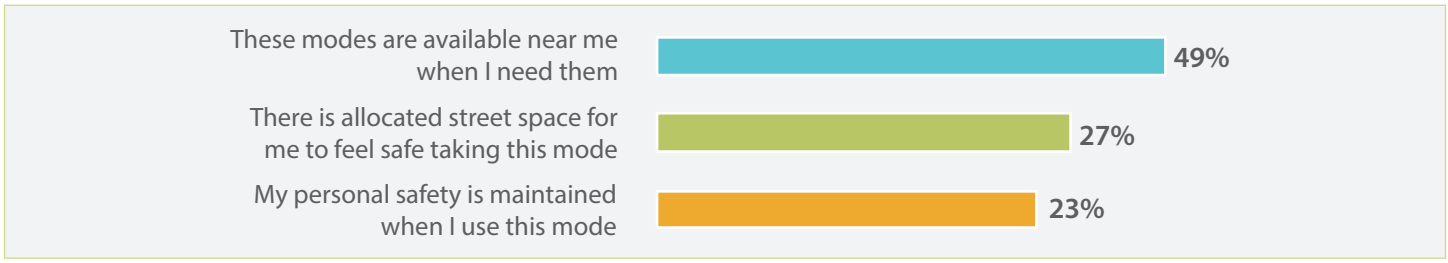
This graphic illustrates the frequency of words given in the responses.



ADVANCED MOBILITY ENGAGEMENT SUMMARY

Engagement for advanced mobility focused on shared and electric vehicles as the top two areas to gather public input on. Connected and autonomous vehicles were topics discussed during Phase I, which are two other major themes covered in the advanced mobility topic.

What is most important when using shared mobility services? Choose up to three. (358 responses)



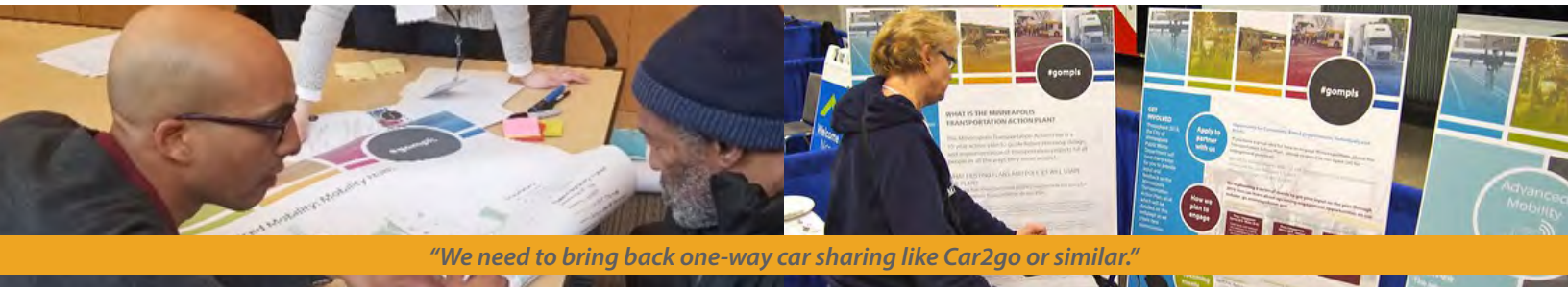
Staff also engaged on the topic of mobility hubs, which provide a physical space to find multiple mobility options (scooters, bikes, transit, car share, etc.). Mobility hubs use transit as a backbone, and help foster first and last mile transit connections. Feedback on mobility hubs included the desire for potential locations within walking distance of destinations such as grocery stores, schools, parks and the airport, and to include features such as benches, lockers and kiosks that provide real-time connection information.



1. More widely distributed, predictable and reliable shared mobility options, especially outside of downtown, that are accessible by all

2. Dedicate space for new mobility options to co-exist safely with other modes through pick up/ drop off zones for ride hailing and parking zones for bikes and scooters

3. Support for moving more people in less space in shared and electric capacities



"We need to bring back one-way car sharing like Car2go or similar."

PEDESTRIAN ENGAGEMENT SUMMARY

Engagement for the pedestrian topic focused on ways the City can prioritize walking as a more viable option for everyday trips for more people. Staff also presented the draft Pedestrian Priority Network. Most people were supportive of the proposed network and provided recommendations for potential uses, including year-round maintenance, public realm improvements, and safe crossings.

Participants were asked what the top three most important things the City should prioritize to make walking a more viable option. While there was fairly equal distribution among the (612 respondents) different answer options, winter maintenance received the most votes (18%), with a particular focus on transit stops and intersections. Improving driver behavior, such as encouraging people to drive more slowly and yield to pedestrians (10%), as well as providing more safe places to cross (8%) were also noted as important improvements. Answers also varied somewhat by section of the city.

Top recommendations for improving walking conditions by area

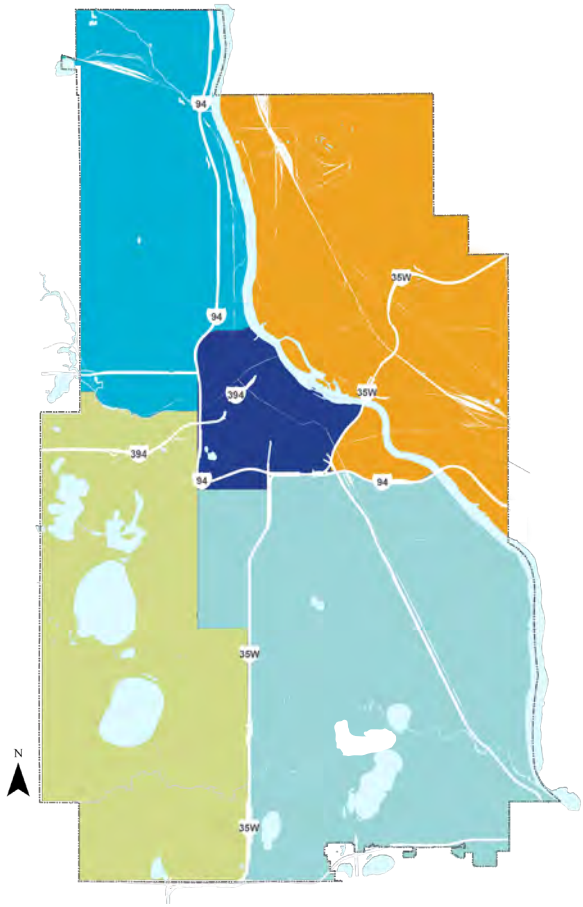
North
Snow clearance, especially at transit stops, and driver behavior

Northeast
Safer places to cross and improved sidewalk condition

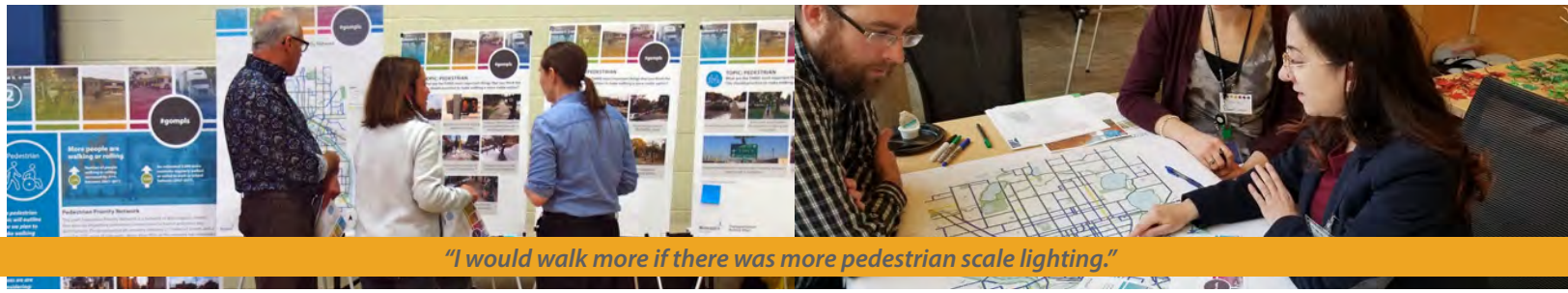
Downtown
Snow clearance and more safe places to cross

Southeast
Driver behavior and snow clearance

Southwest
Snow clearance and driver behavior



1. Include more benches, greening, and improved lighting as part of all street projects
2. Create more pedestrian only streets and car-free pedestrian plazas
3. Improve snow clearance of sidewalks, intersections and bus stops
4. Improve safety of people walking at intersections and midblock crossings, especially on high speed and high-volume roads



"I would walk more if there was more pedestrian scale lighting."

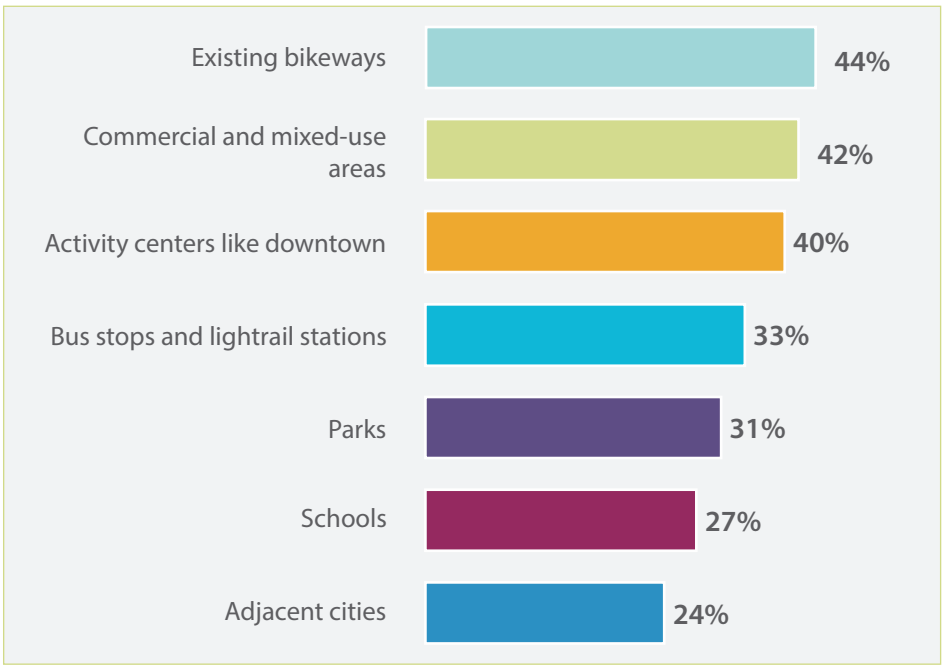
BICYCLE AND LOW-POWERED VEHICLES ENGAGEMENT SUMMARY

Engagement for the bicycle and low-powered vehicle topic asked what would allow people to bike or use low-powered vehicles for more trips. Staff also asked for feedback on the draft All Ages and Abilities network, which would include a network of low-stress bikeways to be built by 2030. Staff received hundreds of comments about individual streets and other ideas to improve the network.

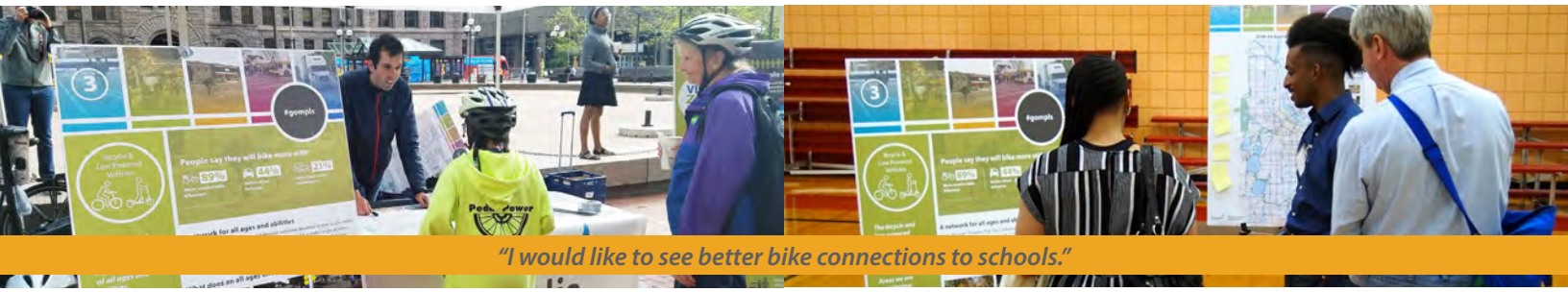
Most people were very supportive of more low-stress bikeways, but wanted to ensure they would be well-connected and easy to navigate. People stressed the importance of connecting the network to existing bikeways, in addition to commercial areas and activity centers like downtown, bus stops, parks, and schools were received and documented.

Comments showed that many people want to bike or bike for more trips, but need more comfortable routes that connect to destinations. People are also interested in using bike share and scooter share, but feel there are not enough stations throughout the city, they are limited by payment or age restrictions, or do not know how to use the services.

What destinations should the bike network connect to? Choose up to three. (262 responses)



1. Increase access to dockless bike share and scooter share, and expand education about how to use those services
2. Consider the needs of youth, families, and non-conventional commuters when designing bikeways
3. Freeways, busy streets, and complex intersections are significant sources of stress when biking
4. Improve year-round maintenance of bikeways



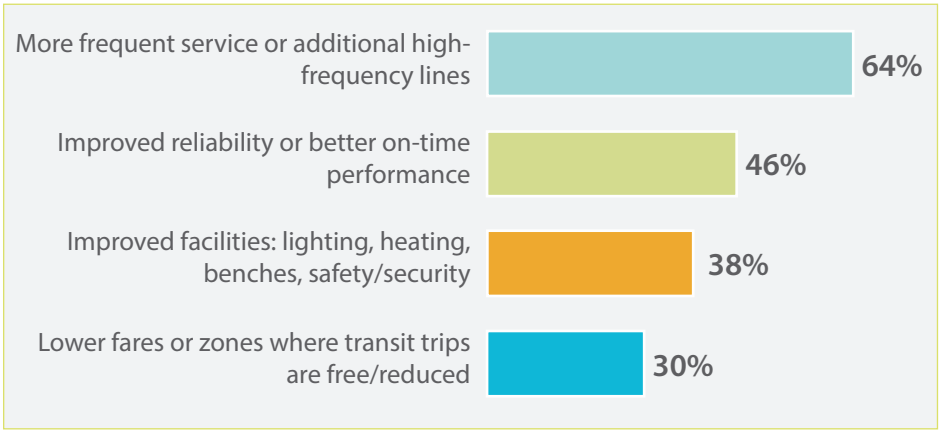
"I would like to see better bike connections to schools."

TRANSIT INPUT SUMMARY

Engagement for the transit topic focused on ways to improve transit through increased access, reliability, and safety. Most people expressed a desire for more transit options with faster travel times and supported the idea of adding more high frequency service throughout the city.

Participants were asked to choose the top three options that they think would encourage people to use transit. More frequent service or additional high-frequency lines received the highest overall ranking from the various in-person events and the online survey.

What do you think would encourage people to use transit more? Choose up to three. (397 responses)



95% of all respondents agreed that having more frequent service would increase their transit use

Transit came up as a top priority though multiple engagement venues. The comments received and conversations with the public highlighted several additional themes to improving transit service, reliability, comfort and convenience throughout the city.

- Improve the cleanliness at all transit stops, facilities and vehicles
- Incorporate more heated shelters, lighting, and benches
- Improve non-peak service citywide and extend hours
- Incorporate more electric buses and trolleys
- Consider free transit fares citywide as well as less expensive fares

1. Create a network of bus only lanes to support fast, reliable and frequent bus service on all major transit streets
2. Improve the safety and security at all transit stops, facilities and vehicles
3. Improve winter snow clearing and maintenance at bus stops, sidewalks and corners
4. Consider free transit fares citywide as well as less expensive fares and zones



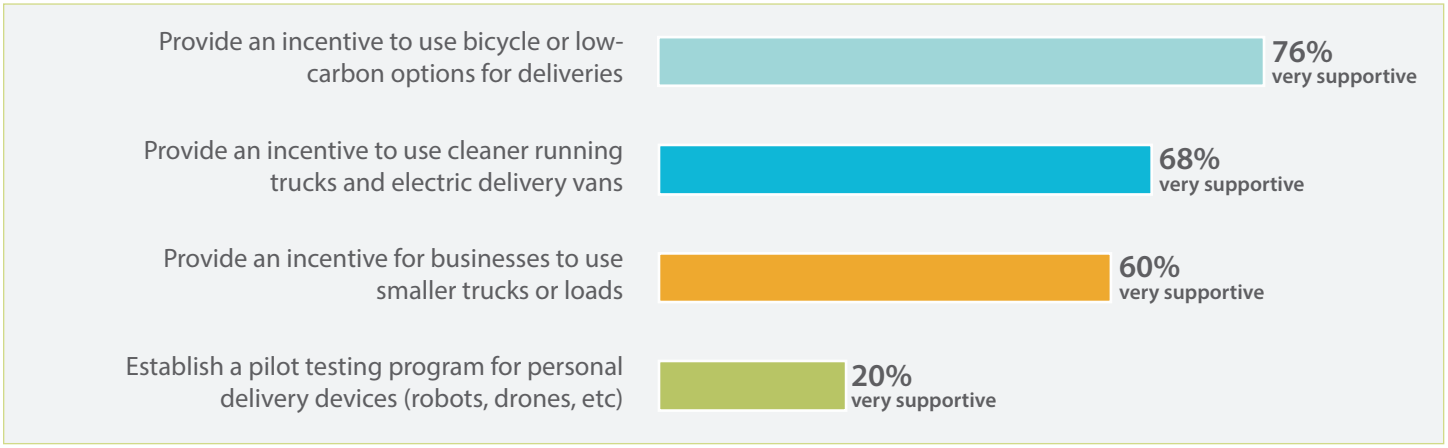
"Having benches, heated shelters and lighting at more bus stops would encourage me to use transit more."

FREIGHT ENGAGEMENT SUMMARY

Freight engagement activities focused on providing feedback on potential freight strategies such as requiring trucks to have improved safety features, incentivizing carbon-neutral delivery vehicles and incentivizing smaller truck vehicle sizes. Engagement activities also gauged the impact of e-commerce and the interest in consolidated delivery options.

Attendees viewed freight vehicles, specifically large trucks, as unsafe for bicyclists and pedestrians, environmentally hazardous, and consuming too much physical space in the street. Attendees were in favor of strategies and policies focused on improving the safety of trucks, limiting truck sizes, incentivizing carbon-neutral freight vehicles, and providing more on-street and off-street loading options to better organize freight delivery.

How much do you support these freight management ideas? (139 responses)



Attendees also indicated an interest in reducing the externalities of e-commerce deliveries by utilizing clustered drop-offs such as delivery lockers. Attendees were not supportive of testing drones or other new devices for personal delivery.

1. Provide more loading zones and/or curb space to accommodate deliveries, especially in downtown
2. Use smaller trucks and break down bigger loads into smaller loads for delivery on city streets
3. Design streets for smaller trucks instead of semi-trucks





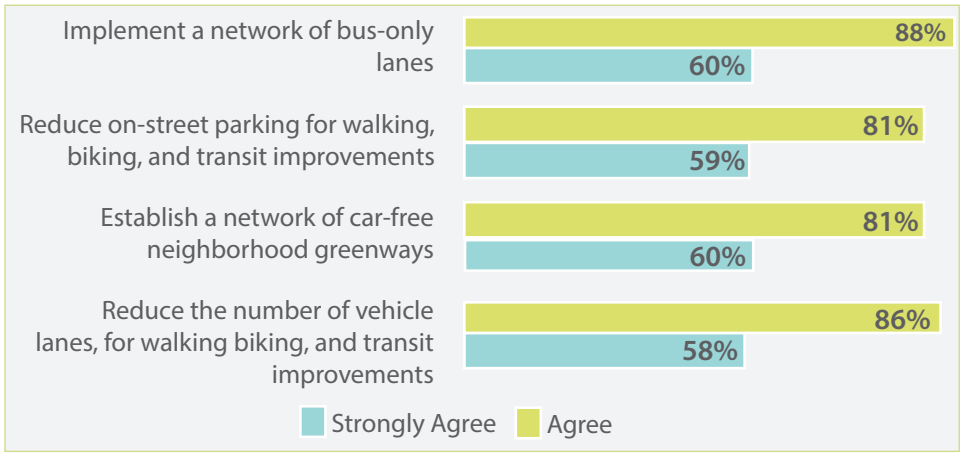
"We should encourage smaller trucks in place of large semi-trucks."

STREET OPERATIONS INPUT SUMMARY

Engagement for street operations addressed how to achieve the City's modal and environmental goals through a wide range of multimodal strategies. Comments ranged across all the ways people get around (walking, biking, taking transit, driving, etc) with specific concerns about mobility needs for each mode. Participants were asked to consider how they would reallocate space within the right of way to achieve the City's goals. Many people expressed an interest in driving less if other options were more convenient and comfortable. There was a sense that prioritizing transit service would best achieve mode shift away from driving, while improvements to bikeways and the pedestrian realm were also essential.

As stated in Minneapolis 2040, the city is committed to reducing greenhouse gas emissions by 80% by 2050. City staff asked what policies would incentivize travel behavior change.

What do you think are the right policy actions to reach our goals? (299 responses)



An additional activity focused on ranking uses that are typically accommodated curbside, usually what people typically think of as a parking lane. Participants were asked to rank these activities according to their preferred use of this curbside space, while keeping in mind the City's established Complete Streets modal hierarchy.

The participants ranked curbside uses in the following order: (190 responses)

1. Transit boarding
2. Bike lanes
3. Activation (parklets, etc)
4. Stormwater
5. Passenger drop-off
6. Freight loading
7. Parking

1. Prioritize transit over general purpose traffic and add more high-frequency transit in various part of city
2. Improve traffic signal operations for people walking, including eliminating the need to push a button to cross the street and increase the ease of crossing
3. Poor driver behavior and facilities do not meet the needs and safety of people walking and biking
4. Better integrate the Complete Streets policy into operational decision-making



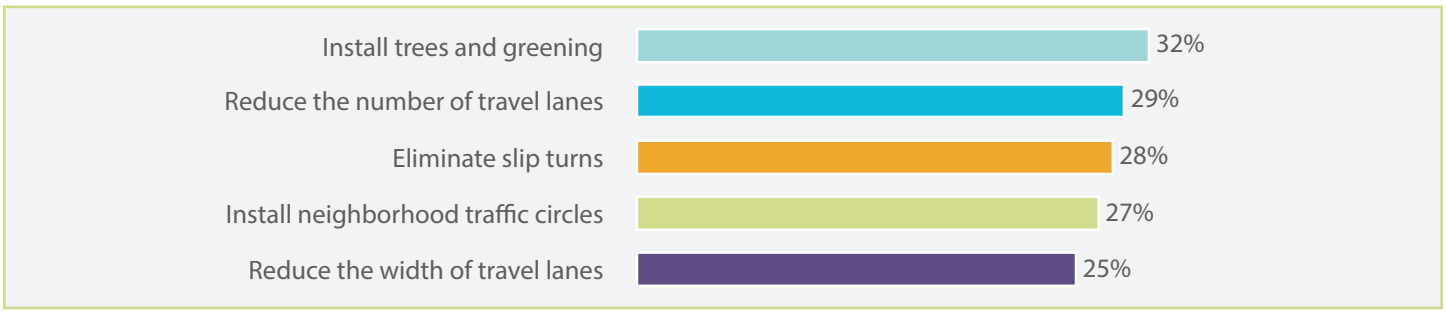


"Let's prioritize transit by installing bus only lanes."

STREET DESIGN ENGAGEMENT SUMMARY

Engagement for the street design topic focused on how the design of sidewalks, bikeways, roadways, and intersections can support the City's Complete Streets and Vision Zero policies and reduce greenhouse gases. The feedback received on street design was largely supportive of rethinking how we design our streets to reduce crashes and provide more transportation options. People across all engagement activities were supportive of reducing the speeds of cars and trucks through design and providing more dedicated space for people walking, biking, and taking transit.

What options do you think have highest potential to reduce motor vehicle speed? (347 responses)



1. Design streets to encourage slower car speeds

2. Build designated spaces for all users, including wider sidewalks, more comfortable bikeways and bus only lanes

3. Provide more space for trees and greening



"Main commercial corridors have destinations and are growing, but are the worst to walk on. We need to make [them] better."

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Minneapolis 2040 Goals

Aligned Transportation Action Plan

1

Eliminate disparities
Goal 1: In 2040, Minneapolis will see all communities fully thrive regardless of race, ethnicity, gender, country of origin, religion, or zip code having eliminated deep-rooted disparities in wealth, opportunity, housing, safety, and health.

Equity



2

More residents and jobs
Goal 2. In 2040, Minneapolis will have more residents and jobs, and all people will equitably benefit from that growth.

Equity Prosperity



3

Affordable and accessible housing
Goal 3. In 2040, all Minneapolis residents will be able to afford and access quality housing throughout the city.

Equity Prosperity Mobility



4

Living-wage jobs
Goal 4. In 2040, all Minneapolis residents will have the training and skills necessary to participate in the economy and will have access to a living-wage job.

Prosperity



5

Healthy, safe, and connected people
Goal 5. In 2040, the people of Minneapolis will be socially connected, healthy, and safe.

Climate Safety Prosperity



6

High-Quality Physical Environment
Goal 6. In 2040, Minneapolis will enjoy a high-quality and distinctive physical environment in all parts of the city.

Climate Equity Mobility



7

History and Culture
Goal 7. In 2040, the physical attributes of Minneapolis will reflect the city's history and cultures.

8

Creative, Cultural, and Natural Amenities
Goal 8. In 2040, Minneapolis will have the creative, cultural, and natural amenities that make the city a great place to live.

9

Complete neighborhoods
Goal 9. In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

Climate Safety Equity Prosperity Mobility



10

Climate Change Resilience
Goal 10. In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050.

Climate



11

Clean environment
Goal 11. In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem.

Climate



12

Healthy, Sustainable, and Diverse Economy
Goal 12. In 2040, Minneapolis will remain the economic center of the region with a healthy,

Climate Prosperity



13

Proactive, Accessible, and Sustainable Government
Goal 13. In 2040, Minneapolis City government will be proactive, accessible, and fiscally sustainable.

14

Equitable Civic Participation System
Goal 14. In 2040, Minneapolis will have an equitable civic participation system that enfranchises everyone, recognizes the core and vital service neighborhood organizations provide to the City of Minneapolis, and builds people's long term capacity to organize to improve their lives and neighborhoods.

Active Partnerships



Active partnerships: supports all TAP goals

Walking snapshot in Minneapolis

MORE PEOPLE ARE WALKING OR ROLLING

Reliable data for counting pedestrians in Minneapolis comes from two sources: the U. S. Census Bureau and the City of Minneapolis' annual counting program. The two data sources measure different things: the way people travel to work or school (U.S. Census Bureau) and the number of people walking at select locations throughout the city (City of Minneapolis Count Program). Together, they give us an idea of trends for people walking in Minneapolis. According to the U.S. Census Bureau, 3,567 more people walked or rolled to work or school between 2007-2017.[1] Over the same time, the number of people walking or rolling increased by 21% at annually counted city benchmark locations.[2]

Figure 1: People are walking more



This figure represents the change between 2007 and 2017.

SEVERE AND FATAL PEDESTRIAN CRASHES ARE INCREASING

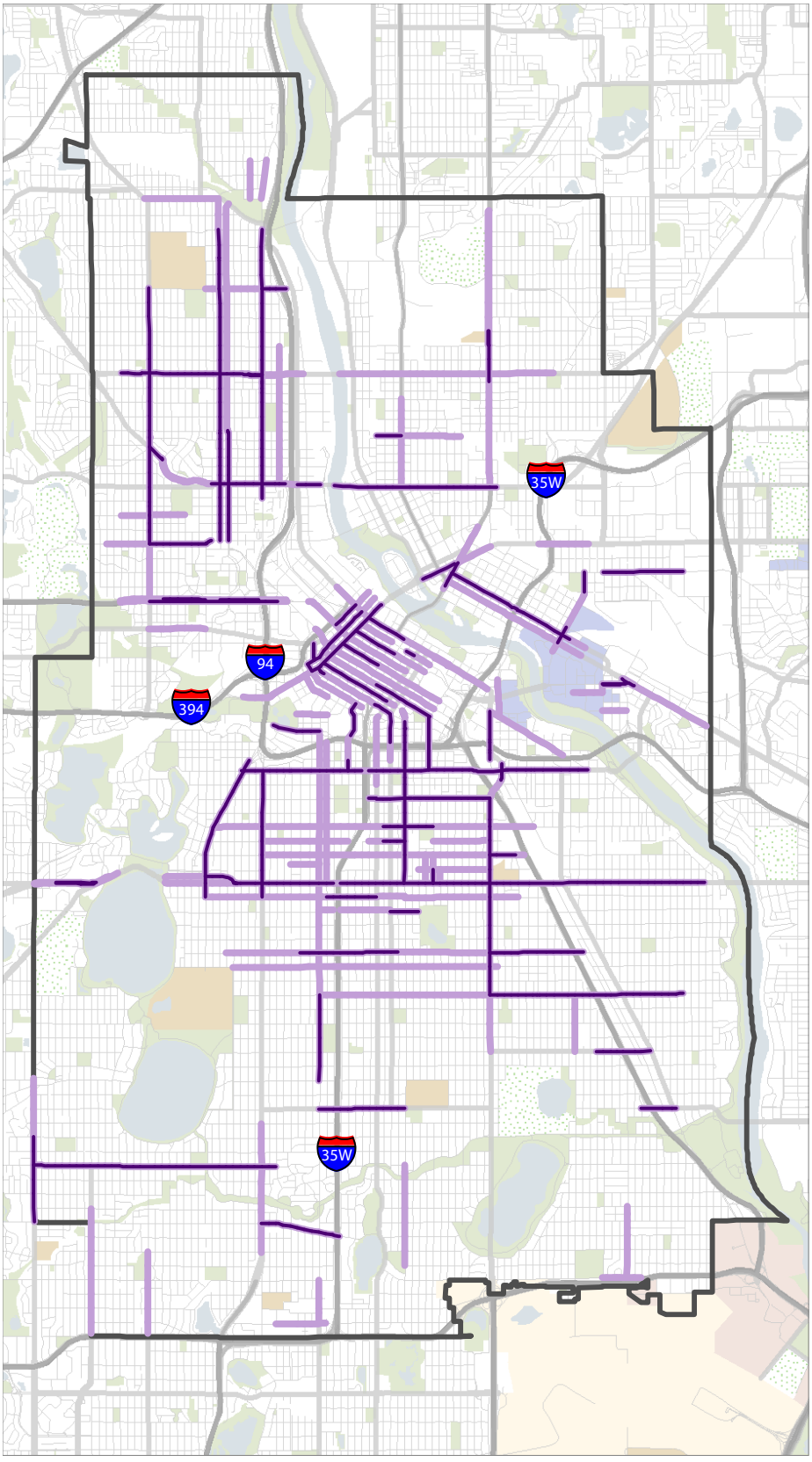
After years of decline, pedestrian injuries and deaths have been rising in recent years in Minneapolis. From 2007 to 2016, a pedestrian was severely injured or killed on Minneapolis streets every 13 days on average. Most of the crashes (80%) involving pedestrians occur on, and are concentrated along, a small number of streets (see Figure 2 on the next page). Pedestrian crashes disproportionately impact lower-income neighborhoods where the majority of residents are people of color.

Pedestrians are the most vulnerable street users; 11% of reported pedestrian crashes lead to a life-altering injury or death.

[1] U.S. Census Bureau's American Community Survey 5-year Estimates (2012-2016)

[2] 30 annual benchmark locations; Annual Minneapolis Bicyclist and Pedestrian Count data

Figure 2: High Injury Street map



Ten Year Crash Database

Crash Concentration Corridors

High Injury Network

Pedestrian Crash Concentration Corridors

Crashes are concentrated.
80% of all pedestrian crashes occurred on **10%** of roadway miles in the City.

Minneapolis
City of Lakes

Pedestrian Crash Study

DESIGNING FOR PEDESTRIANS FIRST

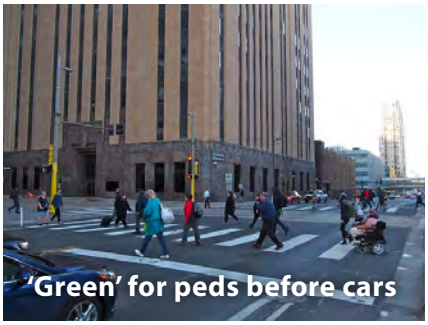
In recent years, there has been an increased focus on improving pedestrian infrastructure. In 2017, the city upgraded 3,000 crosswalk markings from parallel line crosswalk to Minneapolis Zebra crosswalks that will improve the visibility of pedestrian crossings. The city has also implemented, and continues to evaluate the effectiveness of, leading pedestrian signal intervals (LPI) that allows a pedestrian to begin crossing the street before vehicles receive a green light. This ensures that pedestrians are more visible within the crosswalk before vehicles begin moving.

There are multiple ways to improve safety and comfort for those walking and rolling. Curb extensions, sometimes called bumpouts or bulbouts, extend the sidewalk area into the street to shorten pedestrian crossing distances and improve visibility. Wide sidewalks allow people to pass each other comfortably and can also provide space for public realm improvements such as pedestrian lighting, trees, benches or other features that help to buffer pedestrians from moving vehicles and contribute to a walkable environment. Reducing the number of four lane streets, multiple lane one-way streets, and slowing motor vehicle speeds are also important for safety and comfort for people walking, particularly as they cross the street.

Figure 3: Street design for pedestrians

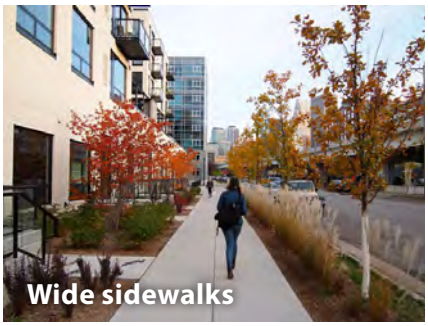


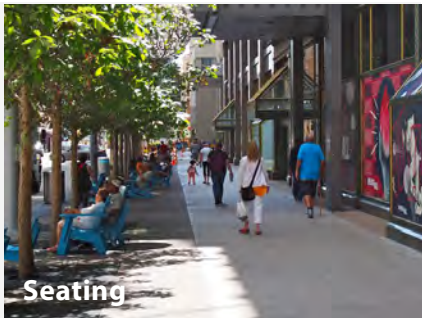


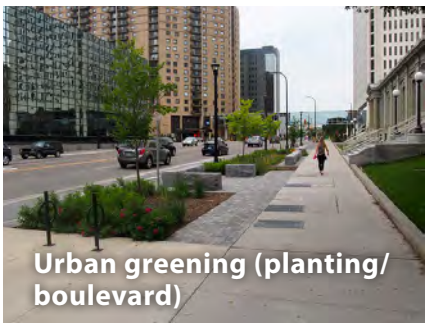


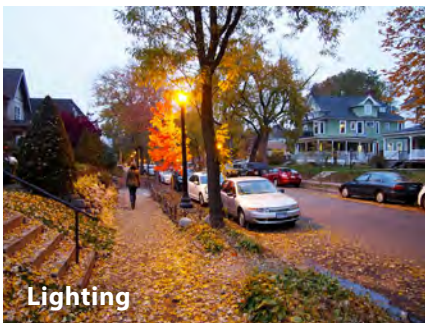












ACTIVATING PUBLIC SPACES

Programming public spaces with events and activities encourages people to be active and demonstrates alternative uses for street space. Minneapolis has many programs oriented to improving the pedestrian environment. One of the more successful programs is Open Streets. Open Streets is a series of events when a street is closed to vehicular traffic for part of the day (typically 6 hours) and opened up to those walking and bicycling; street vendors are out, activities like yoga and dancing are organized, and there are spots with live music and other activities. Open Streets focuses on promoting healthy living, sustainable transportation, civic pride and discovering local businesses. The event started in 2011 with one event and an estimated 5,000 attendees. It has since expanded to 7 or 8 events annually, with an estimated 103,500 attendees in 2019.[3]

Parklets and street cafés are other programs that activate streets through partnerships with businesses and community organizations. Parklets provide amenities like seating, plantings, bike parking and public space for people to linger and enjoy through the conversion of on-street parking spaces. The City currently operates three public parklets, and organizations or businesses can also apply to host a parklet. The street café program is offered to local businesses to expand their outdoor seating areas into the street. A survey from 2017 showed that all businesses that hosted parklets would recommend hosting a parklet to another business, and they agreed that the parklet contributed to increased sales and foot traffic. Both hosts and users agreed that the parklet improved the streetscape and enhanced neighborhood identity.[4]

Figure 4: Parklet



Figure 5: Open Streets event



[3] Our Streets Minneapolis.

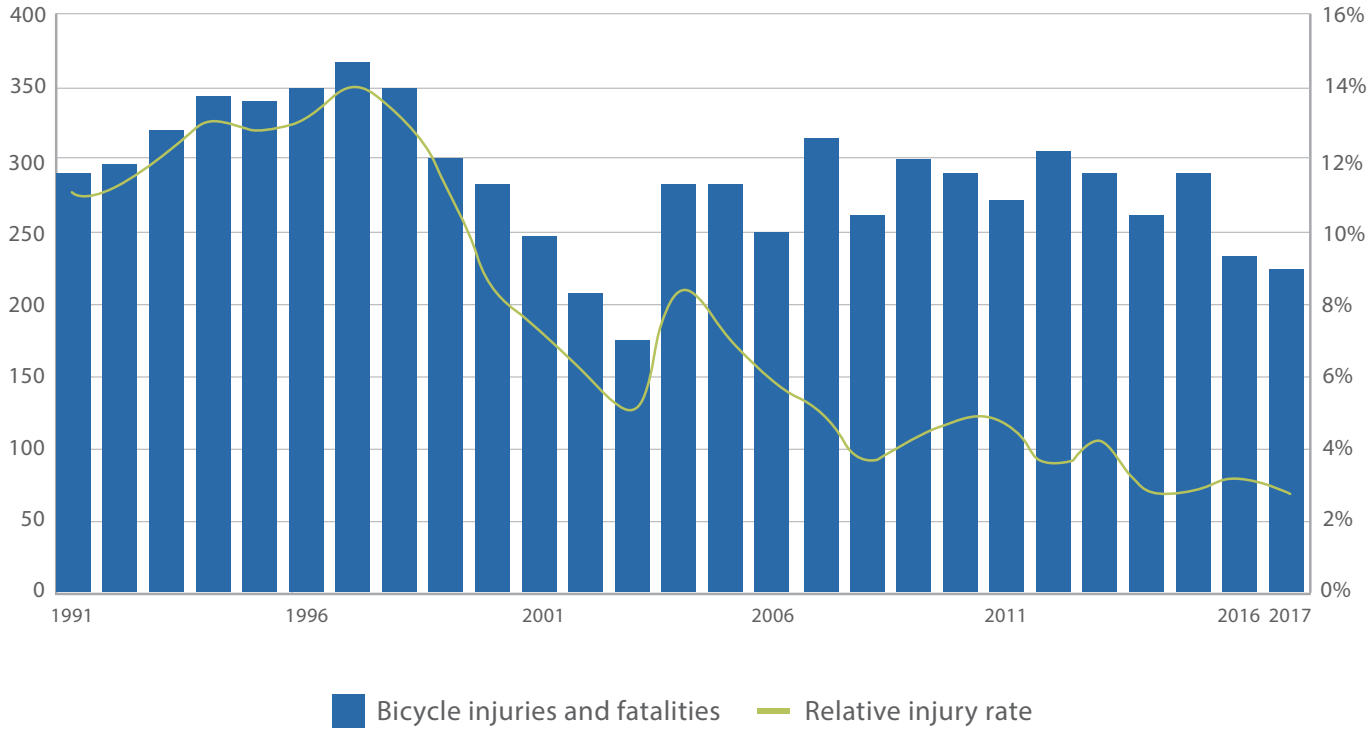
[4] City of Minneapolis Parklet Program Survey (2017).

Bicycling snapshot in Minneapolis

BICYCLING IS GETTING SAFER

Bicycling in Minneapolis is safer than it was 25 years ago, in part due to more bikeways and more people bicycling. Between 1993 and 2017, the miles of bikeway have increased 199%[5] and the average number of bicycle commuters increased 212%.[6] During that same time, the bicycle crash rate decreased by 75%.[7] While bicycling is getting safer, people biking are the most overrepresented in severe and fatal crashes in Minneapolis.

Figure 6: Bikeway miles vs bicycle crash rate



EXISTING BIKEWAY NETWORK

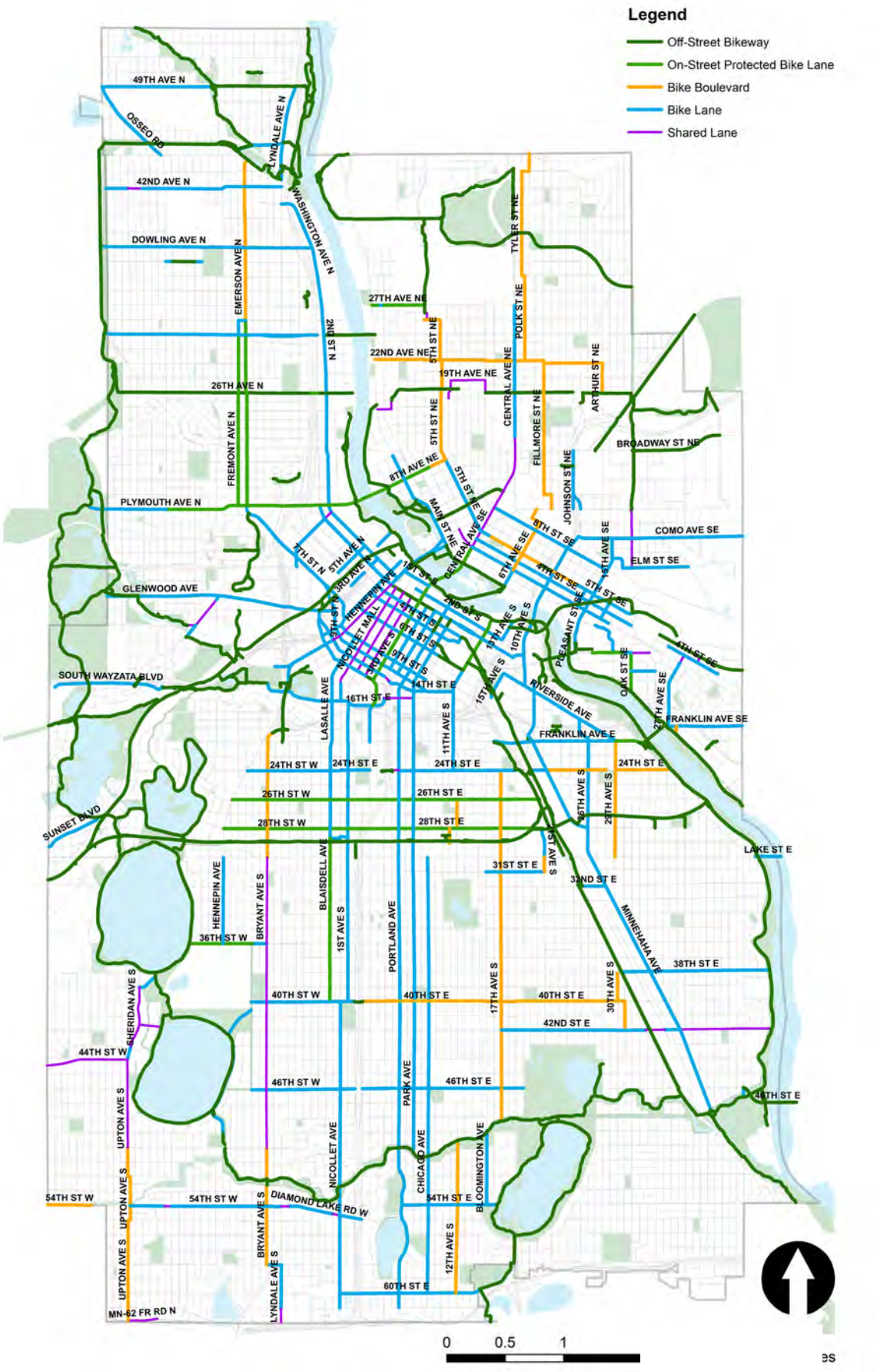
The existing bikeway network is not comfortable for all people. Over the last 10 years, the city's bikeway network doubled in size to 255 miles of bikeways (through 2019). However, only 49% of this network meets the criteria of an all ages and abilities bikeway (protected bike lanes and trails) and most of this mileage does not connect to schools or commercial areas. To encourage people of all ages and abilities to bicycle, we must build a connected network of comfortable bikeways.

[5] City of Minneapolis Department of Public Works.

[6] Means of Transportation to Work for Workers 16 Years and Over. U.S. Census Bureau, 1990-2000 Decennial Census

[7] As reported to Minneapolis Public Works by the Minneapolis Police Department and Minneapolis Park Police.

Figure 7: Existing bike network



DESIGNING FOR NEW USERS

If we want bicycling an attractive transportation option for more people, it is important to consider how we can support more children, seniors, women, people of color, low-income people, people with disabilities and people with multiple passengers to bicycle as we design bikeways and streets.

We also need to support a growing fleet of low-powered vehicles. From cargo bicycles to adaptive bicycles, and electric assist bicycles to electric scooters, these new vehicles can expand who is able to bicycle and what trips bicycles can be used for.

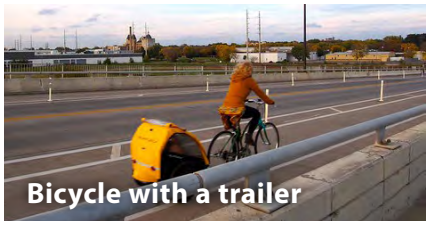
Figure 8: Types of bicycle and micromobility





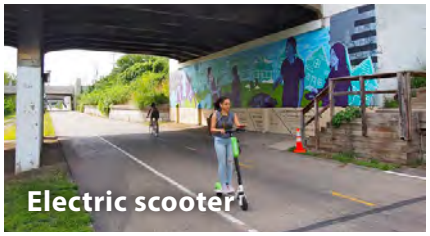










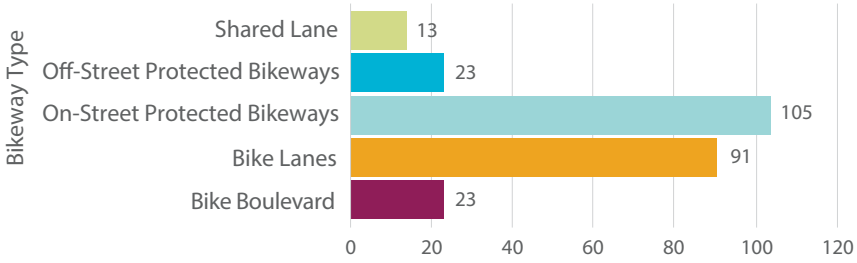




DESIGNING FOR COMFORT

City of Minneapolis traffic counts show that bicycling is growing six times faster on protected bike lanes and trails than on other bikeway types.[8] Conventional bike lanes and well-designed bicycle boulevards (also called neighborhood greenways) on less busy streets can also be attractive places to bike. Protected bike lanes and neighborhood greenways will be prioritized as a part of the All Ages and Abilities Network to improve and expand the existing network.

Figure 9: Existing bikeway mileage



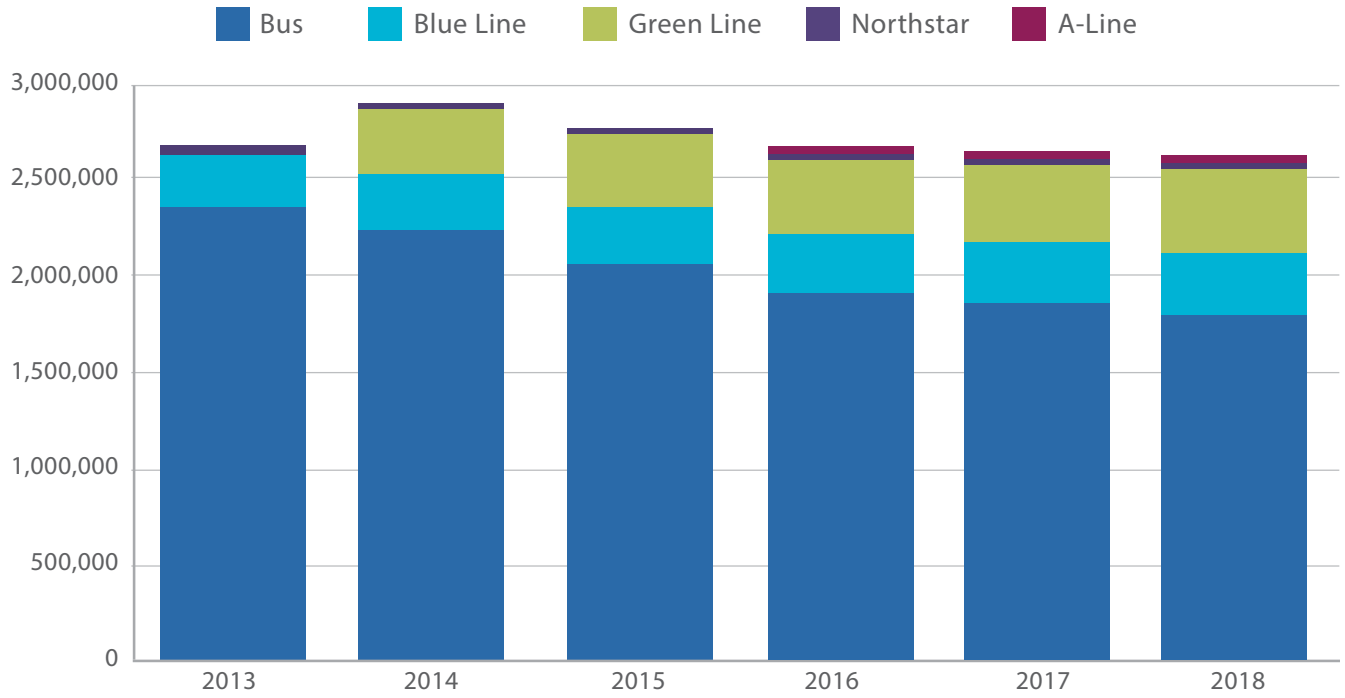
[8] Minneapolis Public Works Pedestrian and Bicyclist Traffic Counts, 2007-2017

Transit snapshot in Minneapolis

TRANSIT RIDERSHIP OVER TIME

Metro Transit, as a part of the Metropolitan Council, operates most of the local transit service in the region. Despite increases in light rail (LRT) and rapid bus (BRT) use, the overall number of Metro Transit trips in the region declined by 9% between 2014 and 2018,[9] after previous years of gains.

Figure 10: Average weekday transit ridership



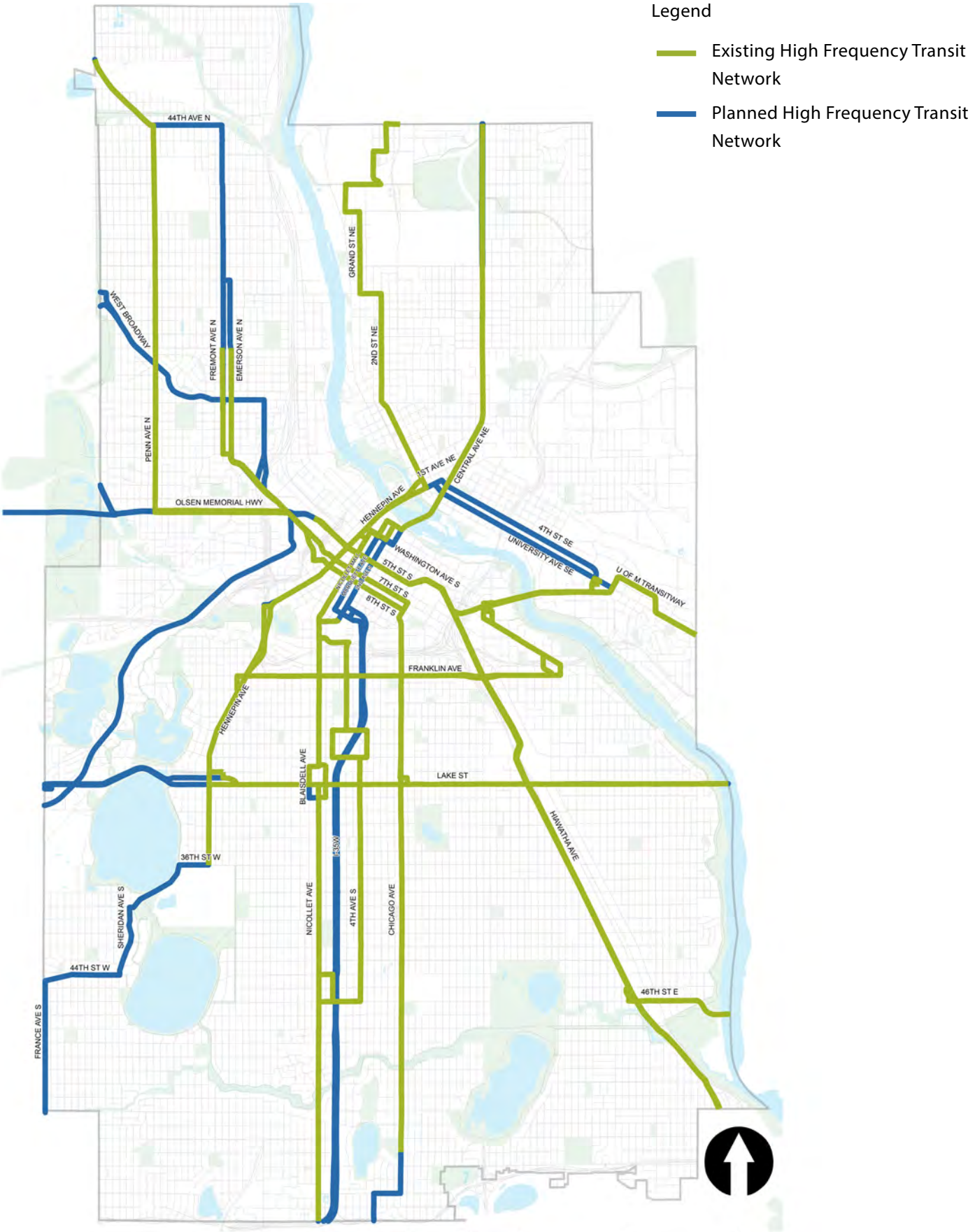
LOCAL AND HIGH FREQUENCY TRANSIT ROUTES

Transit routes are distributed throughout the city and operate as either local or high frequency bus routes or light rail lines. High frequency routes mean buses or light rail arrive every 15 minutes or better.[10] High frequency routes (bus and light rail) have the highest ridership in the city, operating most of the day and throughout the week. A total of 153 total transit routes, including 11 high frequency routes, serve residents, workers and visitors in the city.

[9] Metropolitan Council Boardings and Alightings Data, 2013-2018.

[10] Metropolitan Council (2018)

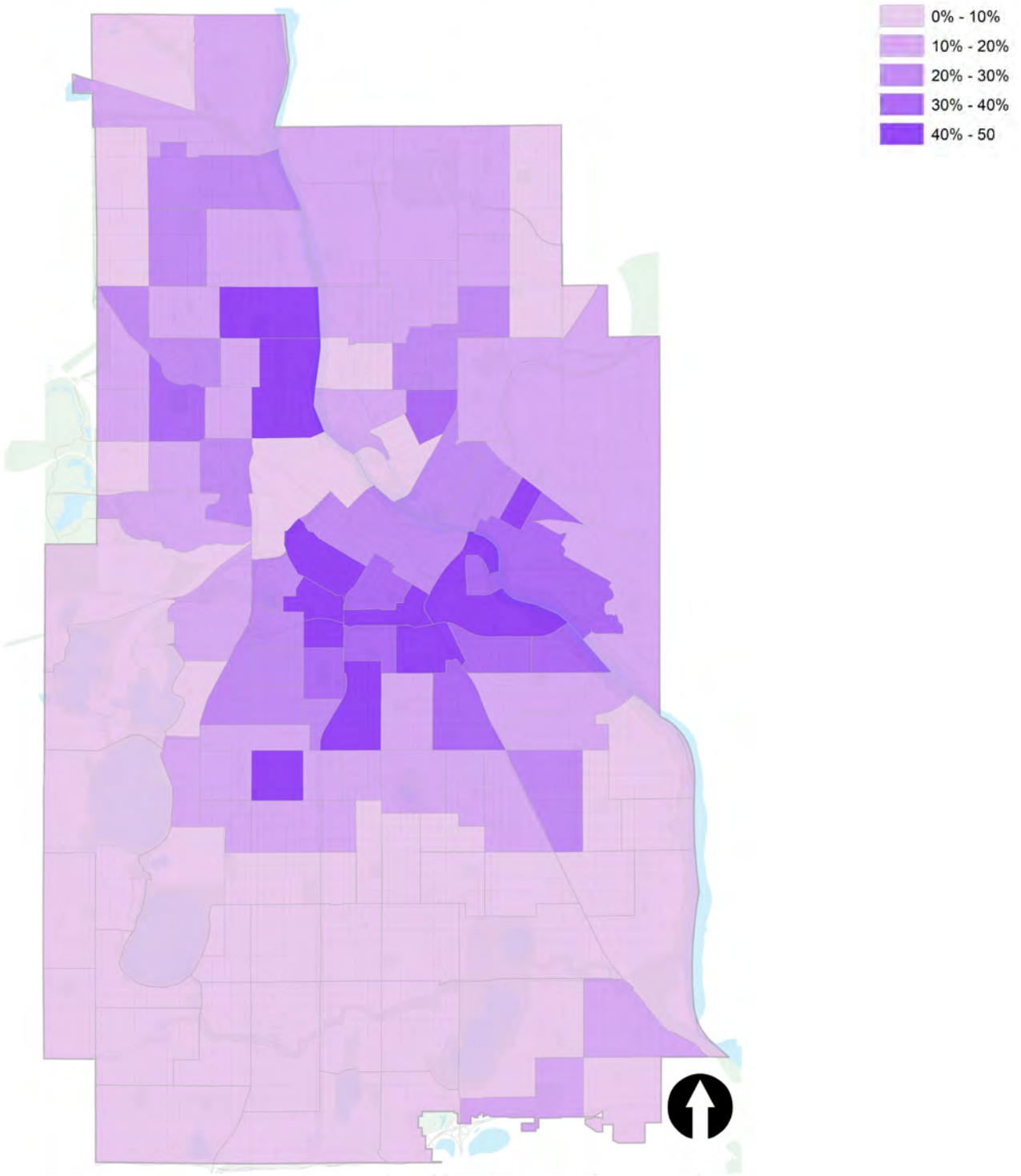
Figure 11: Existing and planned high frequency transit routes



HOUSEHOLDS WITHOUT VEHICLES

More than one of every six people in Minneapolis (16.5%) live in households without access to an automobile,[11] by choice or necessity. Car-free households are more common in densely-populated urban areas and high poverty neighborhoods where vehicle ownership is challenging. Less auto dependence typically correlates with higher transit ridership.

Figure 12: Percent of households without a vehicle, 2014-2018



Source: 2018 American Community Survey 5-Year Estimates

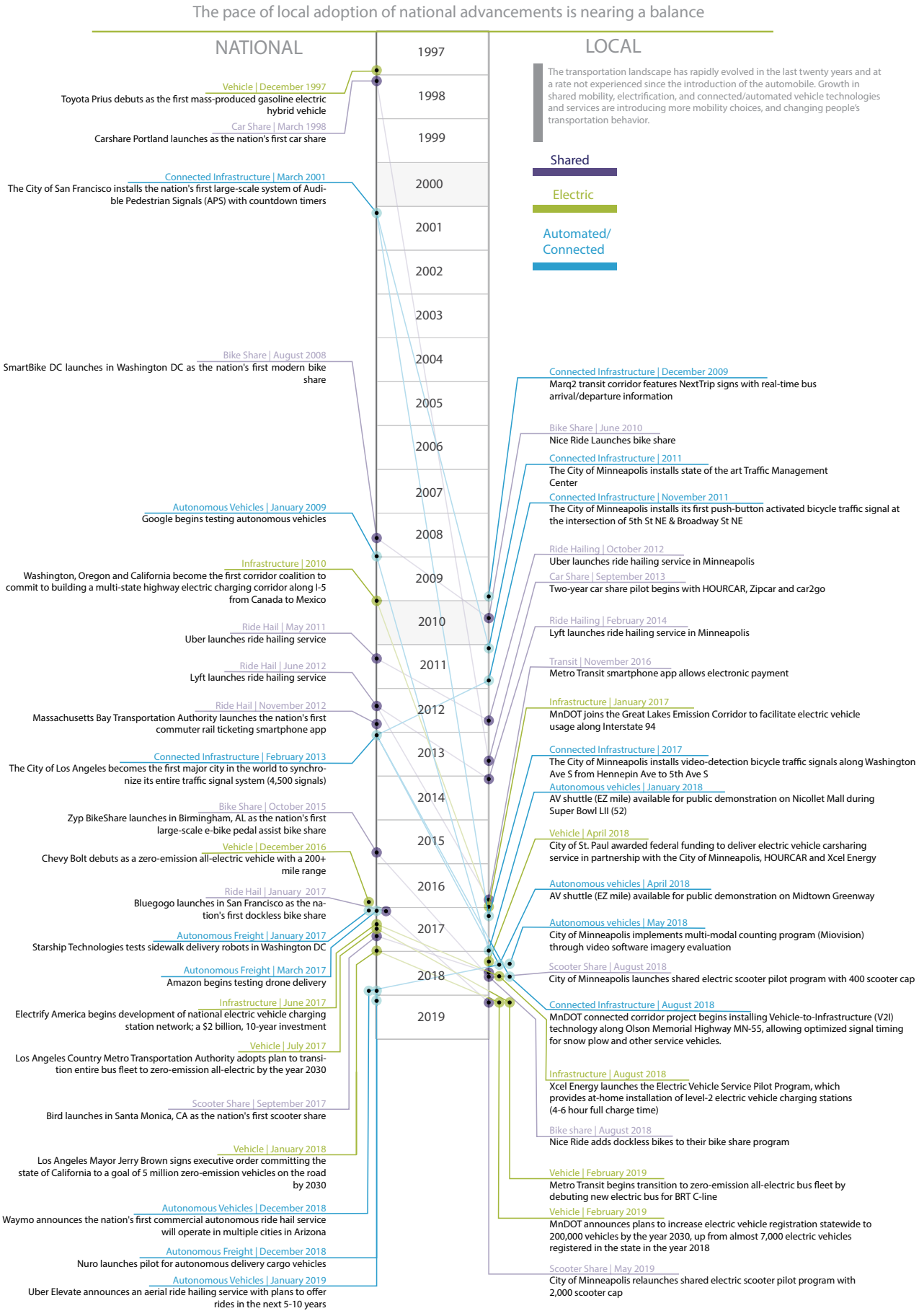
[11] Household Size by Vehicles Available, U.S. Census Bureau, 2014-2018, American Community Survey 5-Year Estimate

Technology snapshot in Minneapolis

THE PACE OF TECHNOLOGICAL CHANGE IN TRANSPORTATION

The pace of change in technology that impacts transportation options has been increasing. Transportation options have been increasing due to new models enabled by a few technological improvements that have enabled all new shared modes – smartphones, wifi and 5G network. The impacts of innovation can mean something that was not on our streets five years ago (scooters) are now commonplace. Focusing on preparing and setting goals allows us to effectively regulate and manage these service models through policies and design.

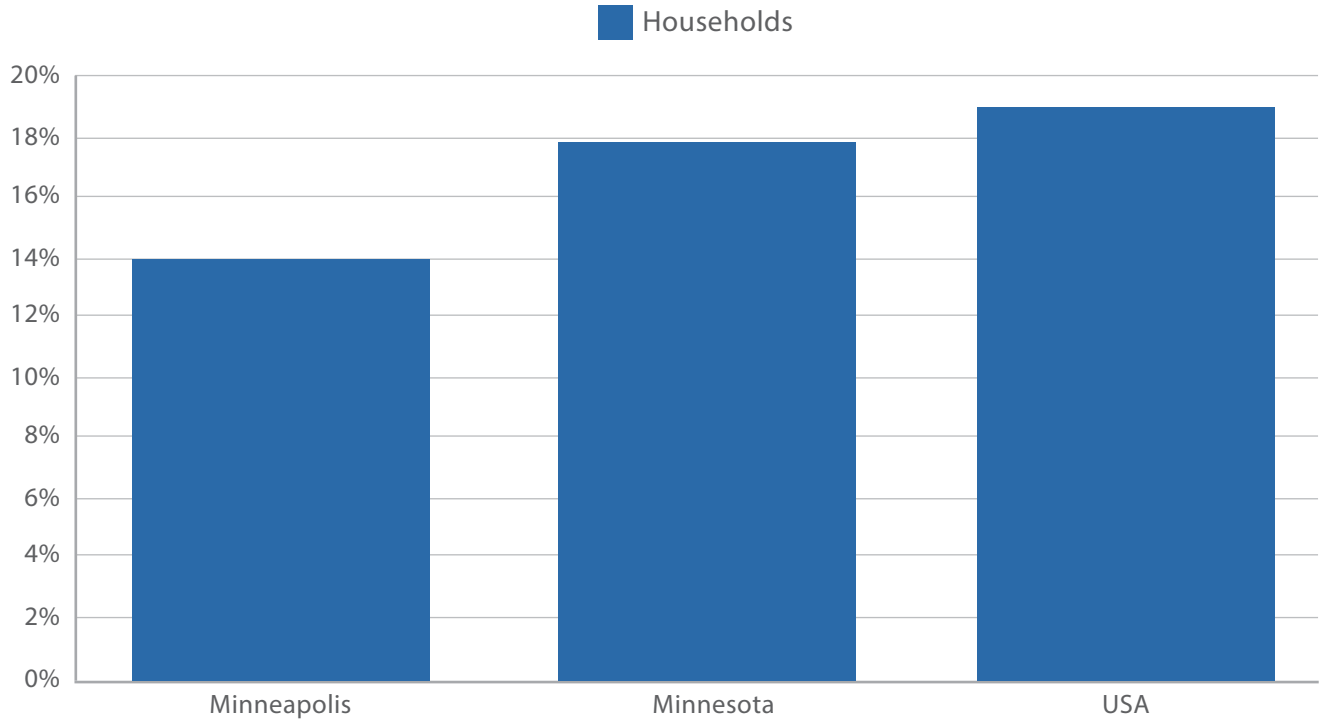
Figure 13: Timeline of advanced mobility



ACCESS TO TECHNOLOGY

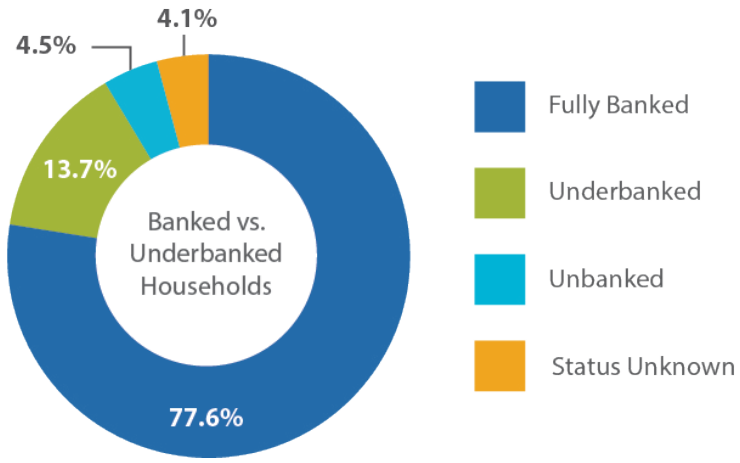
Access to technology is critical to ensuring everyone benefits from new transportation options. As shared mobility services grow in popularity, solutions for those without smartphone and banking access are needed. In the City of Minneapolis, 23.3% of households do not have access to a smartphone.[12]

Figure 14: Households without smart phone access



Additionally, in the Twin Cities metro region, 1.5% of households are categorized as unbanked, meaning they are not a member of a bank or similar financial institution.[13] These groups are limited in their ability to utilize popular shared mobility services which typically require a smartphone and banking access. For this survey, the term underbanked refers to households that had an account at an insured institution but also obtained financial products or services outside of the banking system.[14]

Figure 15: Banked and underbanked households

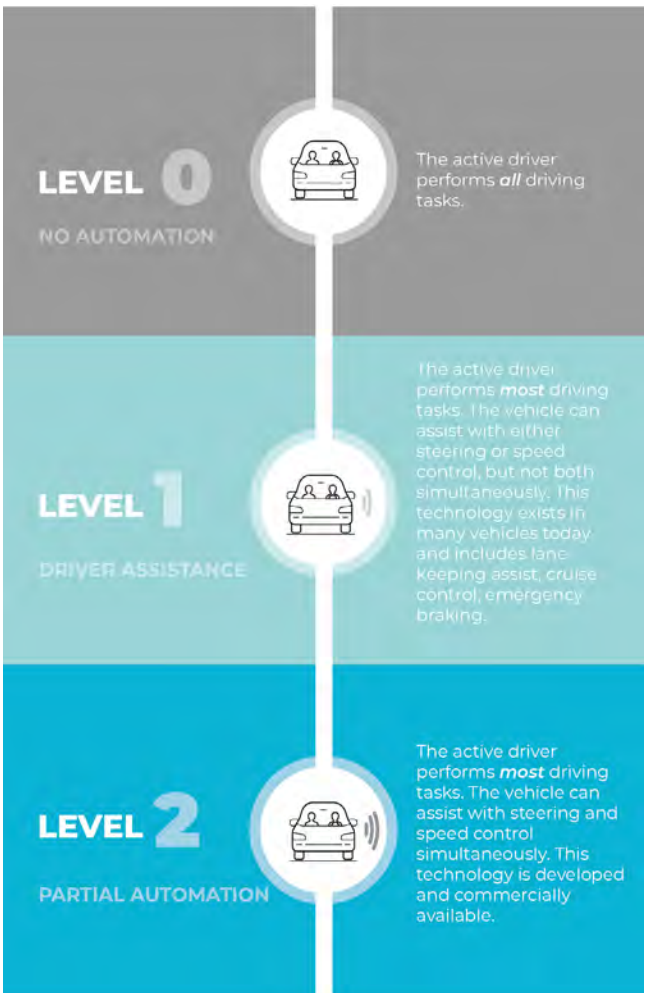


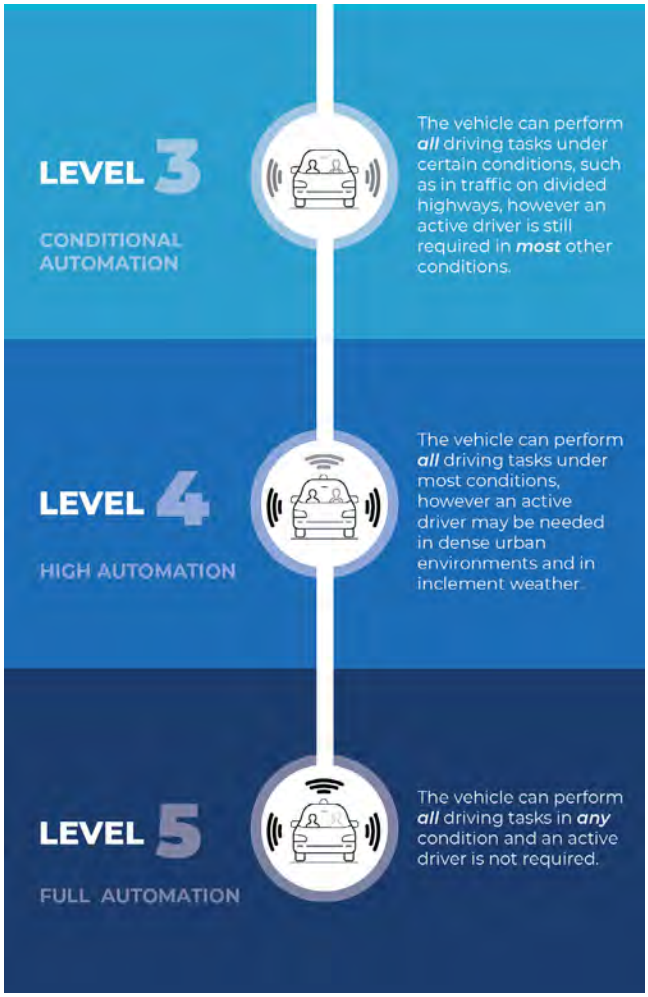
[12] FDIC, 2017 Banking Status Survey
[13] FDIC, 2017 Banking Status Survey
[14] FDIC, 2017 Banking Status Survey

AUTOMATED TECHNOLOGY

Done correctly, automated vehicles could be a tool for future mobility that can be applied to a variety of service models, including transit, urban delivery and ride sharing. Despite much speculation around when the fully autonomous vehicle will enter the mainstream market, it is important to consider that the transition to full automation is an evolution. Vehicles currently operate on our streets that already have a certain level of automation inherent to them. Level 1 vehicles are those where the driver is in control, but some assistance is given – tools like adaptive cruise control, lane-departure assistance and automated braking to avoid collisions. Some new models of vehicles integrate Level 2 technologies, which automate both speed and steering. The integration of higher levels of automation will continue to impact all people who use the public right of way, including those walking, biking, taking transit and operating analog vehicles.

Figure 16: Levels of automation





Freight snapshot in Minneapolis

FREIGHT: A LONG JOURNEY

Have you ever wondered how coffee makes its way to your mug? Coffee, and most other goods in your home and office, were transported via freight. Figure 17 shows a supply chain of how coffee moves through the international freight system before it gets to you.

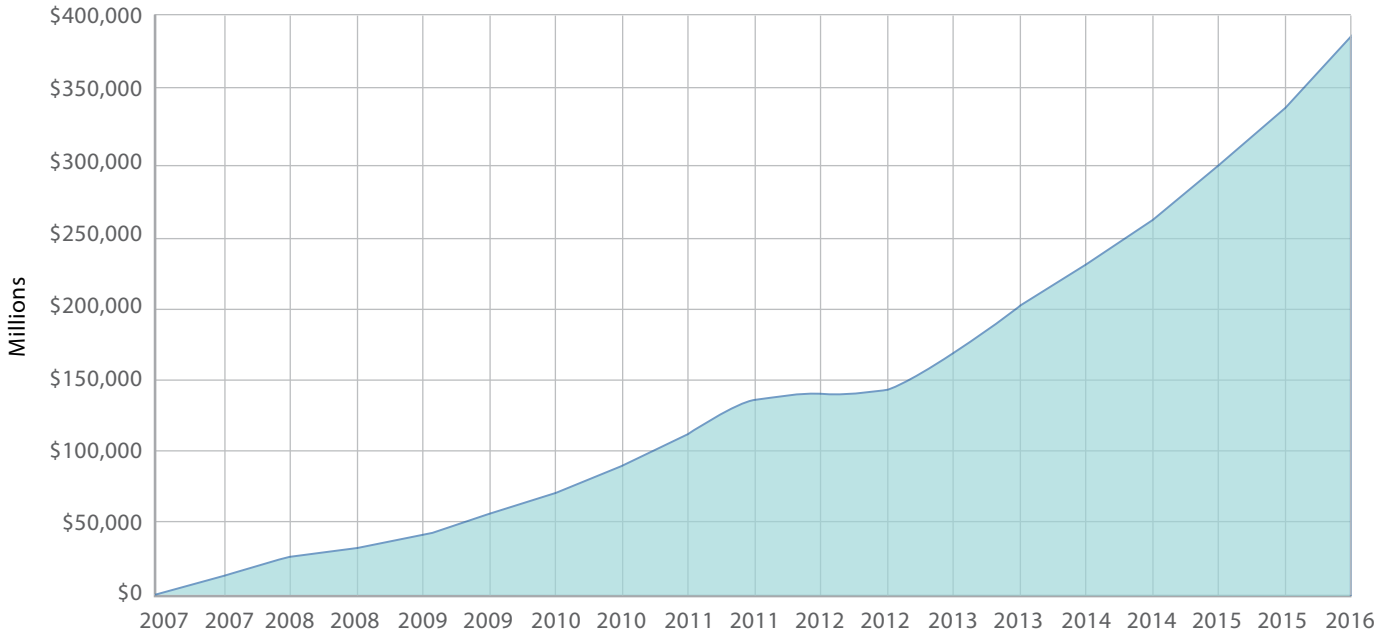
Figure 17: From bean to cup



E-COMMERCE IS ON THE RISE

People are doing an increasing proportion of their shopping online. E-commerce, defined as the sale or purchase of goods or services through the internet, has grown rapidly throughout the United States in recent years. In 2016, e-commerce accounted for 8% of national retail sales, a percentage which has been growing steadily since 2010.[15] With this growing use of online shopping and growing customer demand for fast deliveries, delivery vehicles are using residential streets more often. We need to plan for this consumer demand for convenience delivery and understand its impact on our streets and the ability to incentivize smaller scale delivery vehicles like electric cargo bikes.

Figure 18: Growth of e-commerce in the U.S.



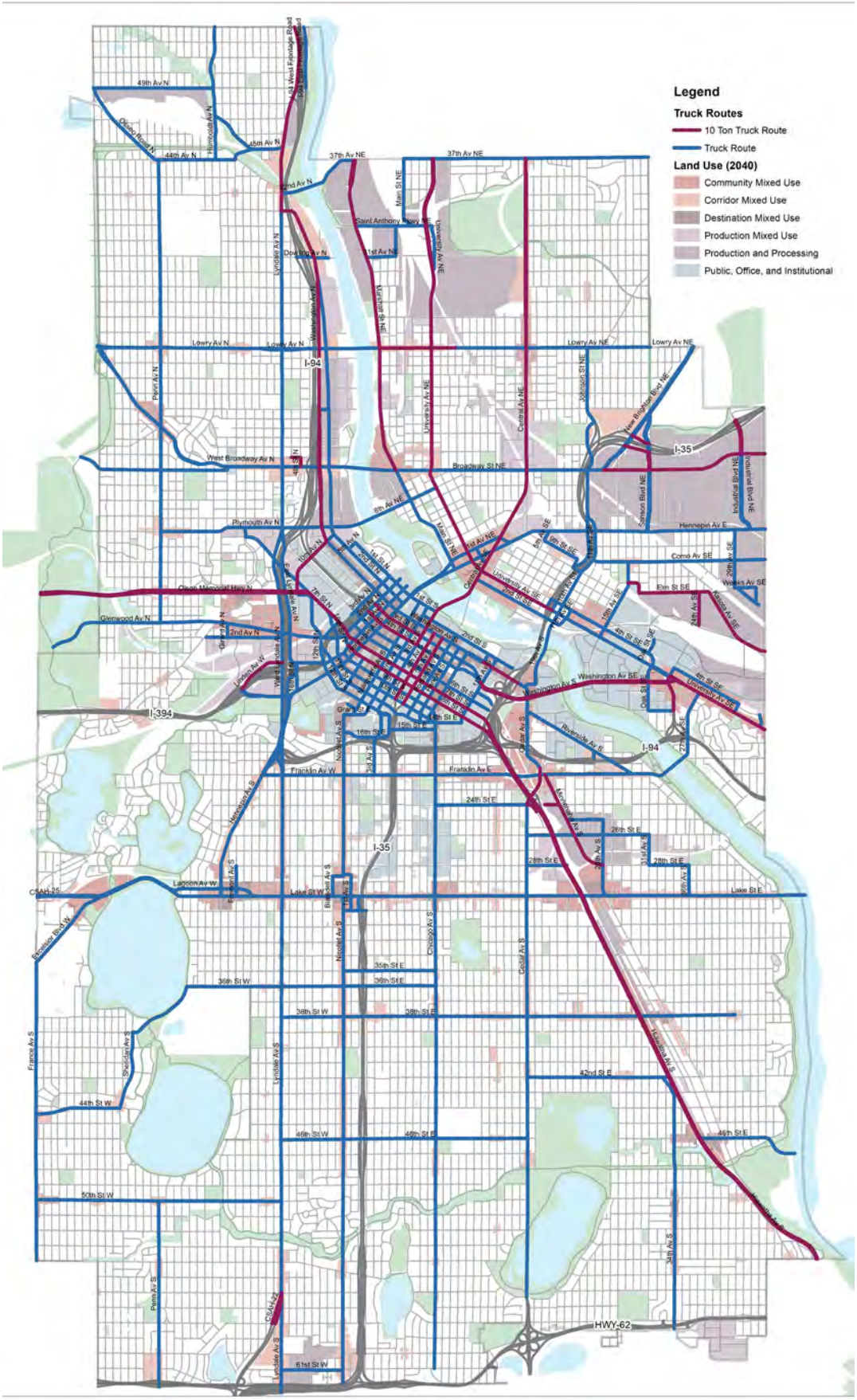
Estimated Annual U.S. Trade Retail Sales - Total and E-Commerce: 1998-2016. U.S. Census Bureau

EXISTING FREIGHT NETWORK IN MINNEAPOLIS

The safe, efficient and reliable movement of freight is vital to a healthy local and regional economy. All industries, especially manufacturing, construction, wholesale and retail trade, rely on a multimodal freight system to transport goods. The existing truck route network and long-established freight railway network are closely tied to these types of land uses. As land uses and freight needs change, we need to ensure our truck routes are in the right place and that locations where our streets intersect with the freight railway are redesigned and mitigated for a people first approach in accordance with our Complete Streets Policy.

[15] Estimated Annual U.S. Trade Retail Sales - Total and E-Commerce: 1998-2016. U.S. Census Bureau

Figure 19: Freight and land use map



Street operations snapshot in Minneapolis

AN EXTENSIVE TRANSPORTATION SYSTEM

Within Minneapolis there is an extensive transportation system that includes networks of streets, sidewalks, bikeways and transit routes that offer people many options for getting around. The same person may need to use, or choose to use, a different part of this system depending upon the time of the day, day of the week or by season. No matter the way one travels, these networks come together on our streets. The City of Minneapolis owns and operates some, but not all, of this transportation system. In Minneapolis you can find:

- 1,062 miles of streets and 394 bridges (Minneapolis owns 107 of the bridges)
- More than 2,000 miles of sidewalks
- 150 miles of on-street bikeways and 105 miles of off-street bikeways and trails
- 811 traffic signals, operated and maintained by the City of Minneapolis
- 207 local transit routes and 11 high frequency transit routes
- Many street trees, boulevards and public spaces

STREETS HAVE MANY DEMANDS

The space available on our streets is a fixed resource with many competing needs. Streets are spaces for people walking, biking, taking transit, driving and places that accommodate parking, deliveries, trash collection and more. Additionally, these public spaces are often the shared living rooms of our communities, including the realm between the street and the sidewalk that houses our trees and crucial drainage.

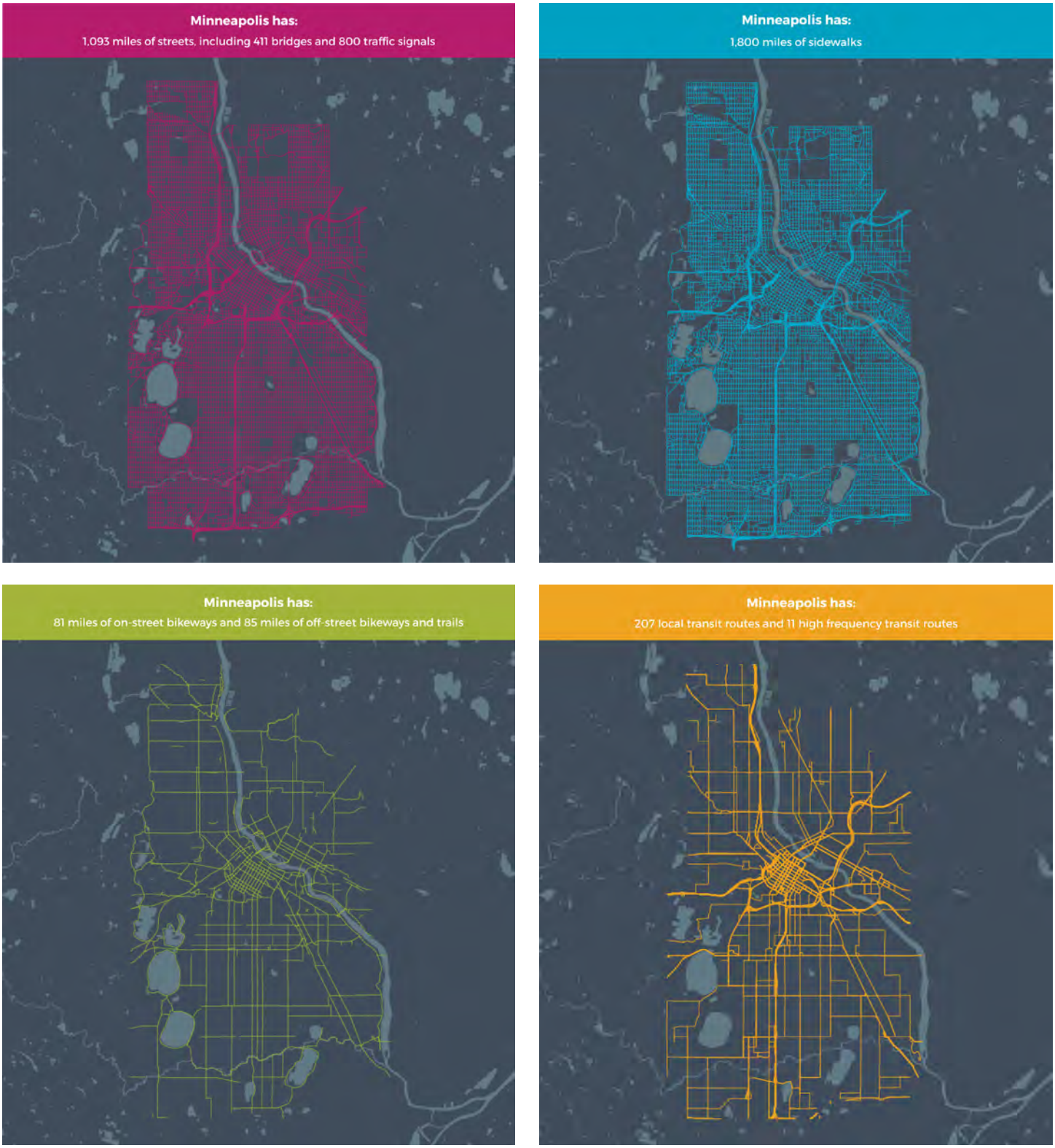
Planning a safe and efficient transportation system for everyone within this limited space is complex. The City of Minneapolis' Complete Streets Policy helps to give preference and guidance for how to manage those competing demands. This modal priority framework prioritizes people as they walk, then those on bicycle and transit, over people when they drive.

Figure 20 shows the many different uses that are often accommodated within the limited public space available for streets, or public right of way. The typical street right of way width within the city is between 60 feet and 80 feet, although constraints often make the usable right of way narrower. However, a few larger streets in the city have a right of way of 100 feet or more.

Figure 20: Typical Minneapolis street



Figure 21: Minneapolis transportation system

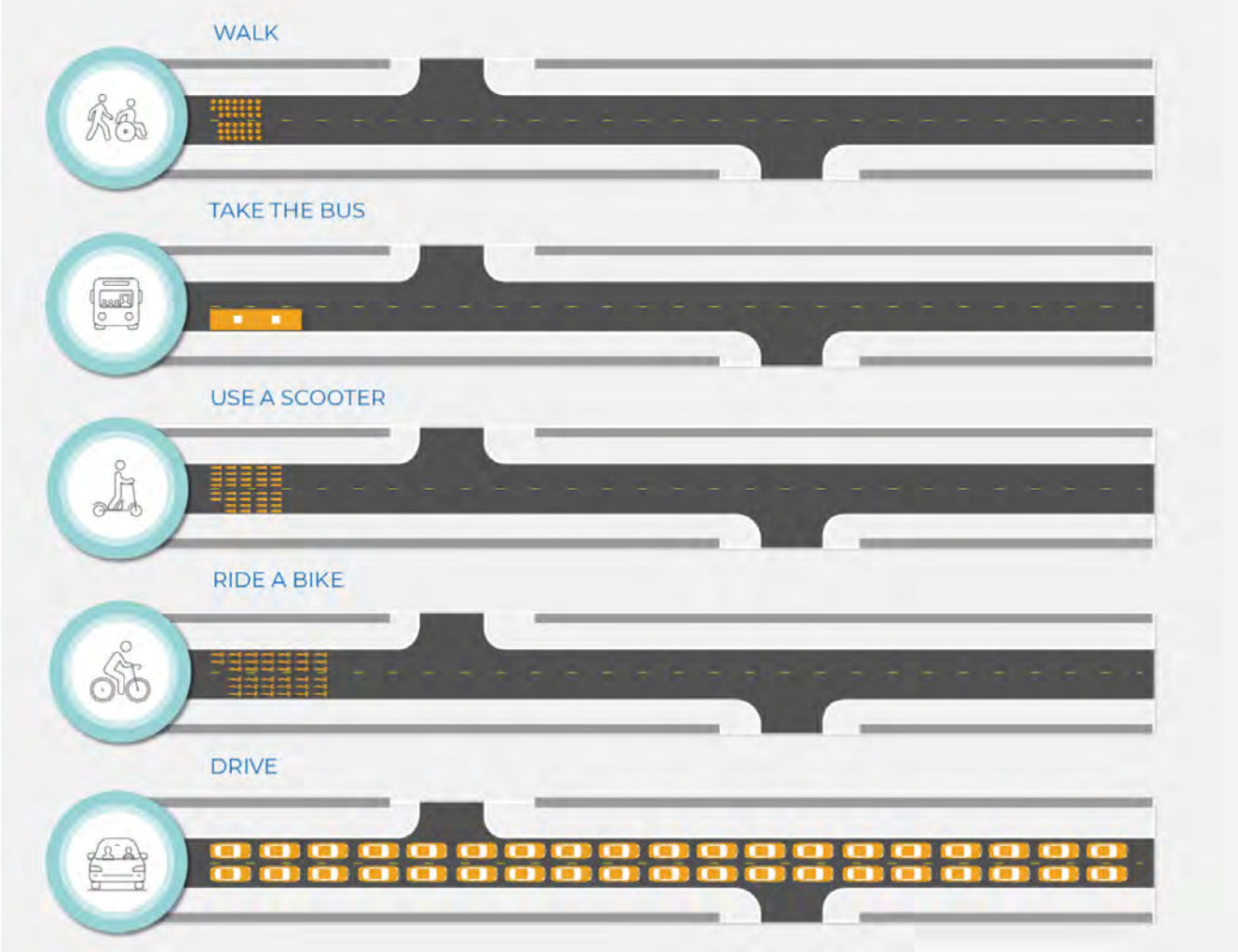


REDESIGNING OUR TRANSPORTATION FOR A GROWING CITY

Minneapolis is growing faster than it has since 1950. Between 2010 and 2016, the city added an additional 12,000 housing units and more than 37,000 residents. While our population is increasing, the space within our streets is not. If all new residents and commuters in Minneapolis traveled as we do today, the number of cars on our streets, and the resulting congestion, and greenhouse gas emissions would all increase in unison. To manage this growth in a way that meets our transportation and climate goals, we need to make strategic investments that allocate space on our streets in a more efficient way. This means prioritizing transportation options that have less impact on our environment and that are able to move more people more efficiently.

Figure 22 illustrates that people walking, or traveling by bus, bike or scooter results in a much more efficient use of limited street space compared to people driving alone. Transit-only infrastructure like Marquette Avenue and 2nd Avenue S are part of an efficient commute for many of the 205,000 people[16] working daily in downtown Minneapolis.

Figure 22: Use of street space by 38 people



[16] Minneapolis Downtown Council, Downtown Facts. https://www.mplsdowntown.com/facts/

Snapshot of street design in Minneapolis

The Street Design Guide will be finalized in 2020, separate from and guided by the Transportation Action Plan.

GOOD STREET DESIGN

Good street design is many things – most effectively shown through images. Good street design:

- Is for people
- Helps meet climate goals
- Is accessible for all people
- Includes space for all users
- Encourages safer, slower speeds
- Supports commerce and retail
- Is comfortable and welcoming
- Is flexible
- Moves many people effectively

Figure 23: Good street design

