



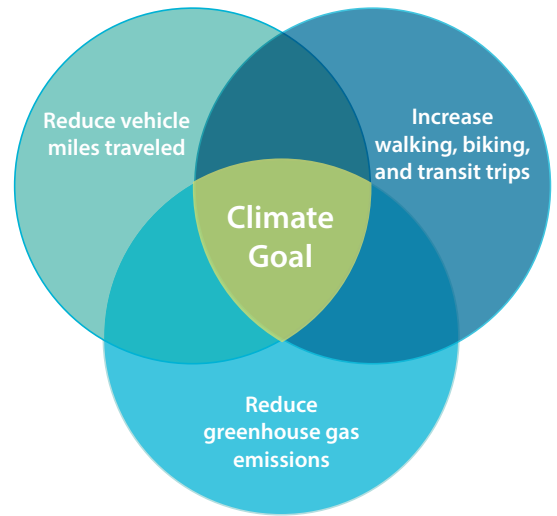
MINNEAPOLIS STREETS

in 2030

In 2030 our streets will reflect our City values. Our streets will be designed to address a climate emergency by emphasizing low- or no-carbon travel. Our streets will add protection for people walking and bicycling and will be designed to prioritize an effective transit system that serves all trips. Our streets will be organized to enhance access to jobs. Though our streets will continue to serve car traffic, our future depends on our ability to increase the city’s population as projected in Minneapolis 2040 without the car traffic associated with growth. This plan does not eliminate places for people to drive, it simply rebalances space to incentivize and allow for low carbon transportation options.

To that end, there are three major metrics that we can monitor that reflect reaching our goals: mode shift, greenhouse gas reduction and reduction in vehicle miles traveled, which emphasize the TAP’s focus on climate and equity.

Figure 18: Climate goal metrics



Shifting modes by 2030

Mode split measures the percentage of travelers using a particular type of transportation (walk, bike, transit, car) for a particular trip (work, school, errands). Mode split data is collected from the Metropolitan Council through the Travel Behavior Inventory, which has been collected every 10 years but will be collected more frequently moving forward. This dataset accounts for all trips taken by all people in a household.

Reflecting a reduction of car trips and an increase of walking, biking and transit trips is important to frame the strategies and actions of this plan, which is expressed as shifting modes.

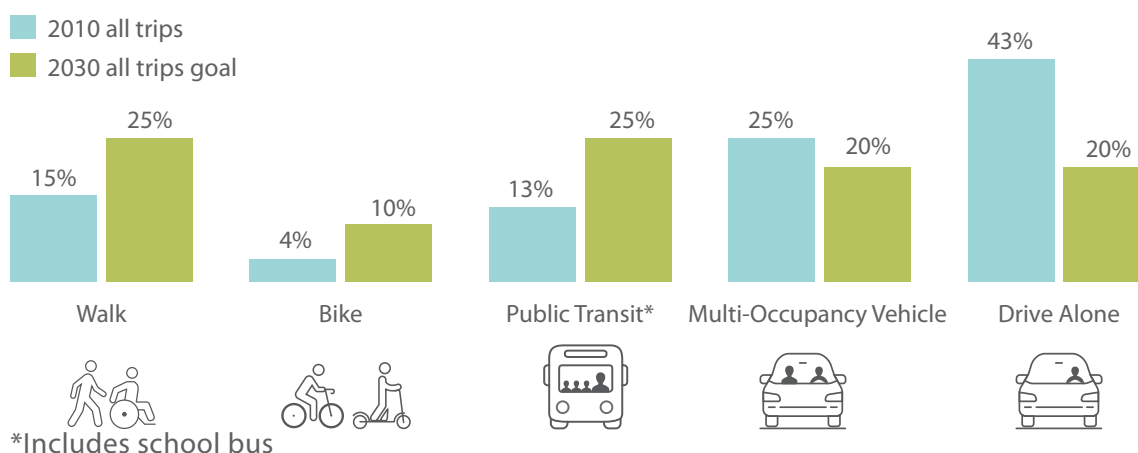
There are six key reasons to set a 2030 mode shift goal:

<div style="background-color: #0056b3; color: white; padding: 10px; margin-bottom: 10px;"> 1 Reduce greenhouse gas emissions and improve air quality </div>	<div style="background-color: #0056b3; color: white; padding: 10px; margin-bottom: 10px;"> 2 Allocate space across all modes equitably </div>	<div style="background-color: #0056b3; color: white; padding: 10px; margin-bottom: 10px;"> 3 Reduce crash impacts from large vehicles </div>
<div style="background-color: #0056b3; color: white; padding: 10px; margin-bottom: 10px;"> 4 Improve quality of life related to trip time and congestion </div>	<div style="background-color: #0056b3; color: white; padding: 10px; margin-bottom: 10px;"> 5 Capture new trips from new residents in ways other than cars </div>	<div style="background-color: #0056b3; color: white; padding: 10px; margin-bottom: 10px;"> 6 Reduce costs for more residents through improved access to lower cost transportation options </div>

2010 data shows that 68% of all trips that start or end in Minneapolis are taken by car – either individually (43%) or with other people (25%). Walking, biking, transit and school bus trips account for just under a third of all trips (32%).

We've set a goal of having 60% of trips taken by means other than a car – 35% by walking and biking and 25% by transit.²⁵

Figure 19: All trips starting and ending in Minneapolis; mode split (2010) and mode split goal (2030)



²⁵ The 2010 data is anticipated to be updated by the Metropolitan Council by the time the TAP is adopted; the mode shift goal may be adjusted based on changes to baseline data; we understand that 2010 trip data may be significantly different than the forthcoming 2018-2019 dataset.

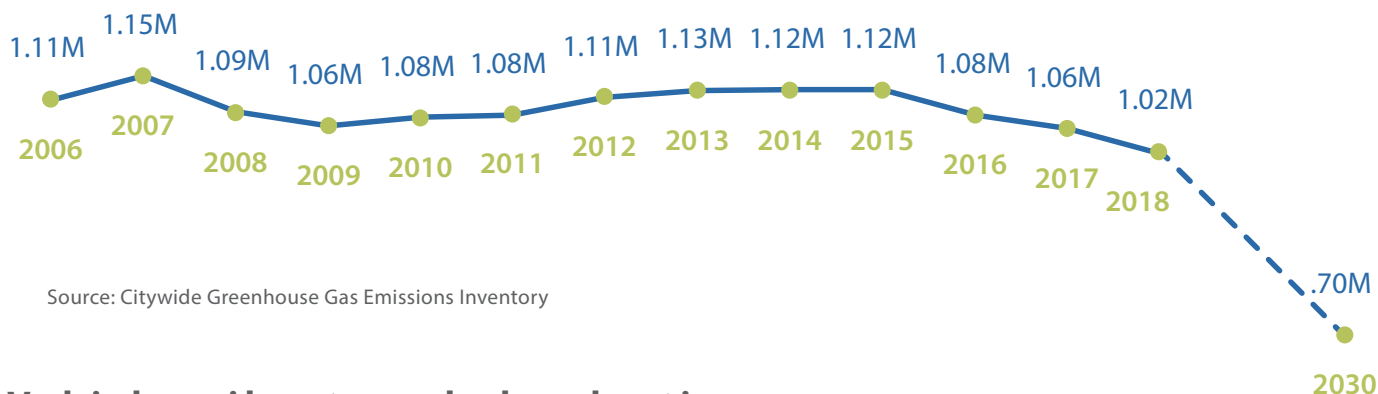
Greenhouse gas reduction

The environmental impacts of gas-powered vehicles continue to degrade the air we breathe and have negative impacts on health, environment and quality of life. The Minneapolis Climate Action Plan set a goal of 80% reduction of greenhouse gas emissions by 2050, from 2006

baseline levels. 2006 baseline was just under 5.2 million metric tons citywide from all sources; the goal is just over one million metric tons in 2050.²⁶

Emissions from on-road transportation account for approximately 24% of greenhouse gas emissions in Minneapolis.²⁷

Figure 20: Greenhouse gas emissions (metric tons) from transportation sector historically and projected to reach City's goal



Source: Citywide Greenhouse Gas Emissions Inventory

Vehicle miles traveled reduction

Measuring the total number of vehicle miles driven is important to measuring mode shift and greenhouse gas reduction. In line with goals set in the Climate Action Plan and reinforced in Minneapolis 2040, we've set a goal of reducing

vehicle miles traveled by 1.8% per year.²⁸ To reach this goal, the average person in Minneapolis would have to travel just four miles per day less in a car.²⁹

Figure 21: Vehicle miles traveled historically and projected to reach City's goal



Source: Minnesota Department of Transportation (MnDOT); Roadway Data, VMT by Route System in each City, within each County

²⁶ [Climate Action Plan](#)

²⁷ Minneapolis Sustainability Office - Citywide Greenhouse Gas Emissions Inventory 2018

²⁸ The vehicles miles traveled reduction is calculated from 2018 baseline data of 2,368,057,420 miles traveled on Minneapolis streets; 1.8% annual reduction needed between 2018 and 2030. Annual vehicle miles traveled data provided by the Minnesota Department of Transportation.

²⁹ Minnesota Department of Transportation vehicle miles traveled data reflects all vehicle miles traveled in the City of Minneapolis and does not solely represent vehicle miles traveled for Minneapolis residents. Current population and projected population estimates for Minneapolis residents of all ages were used to calculate daily average mileage.

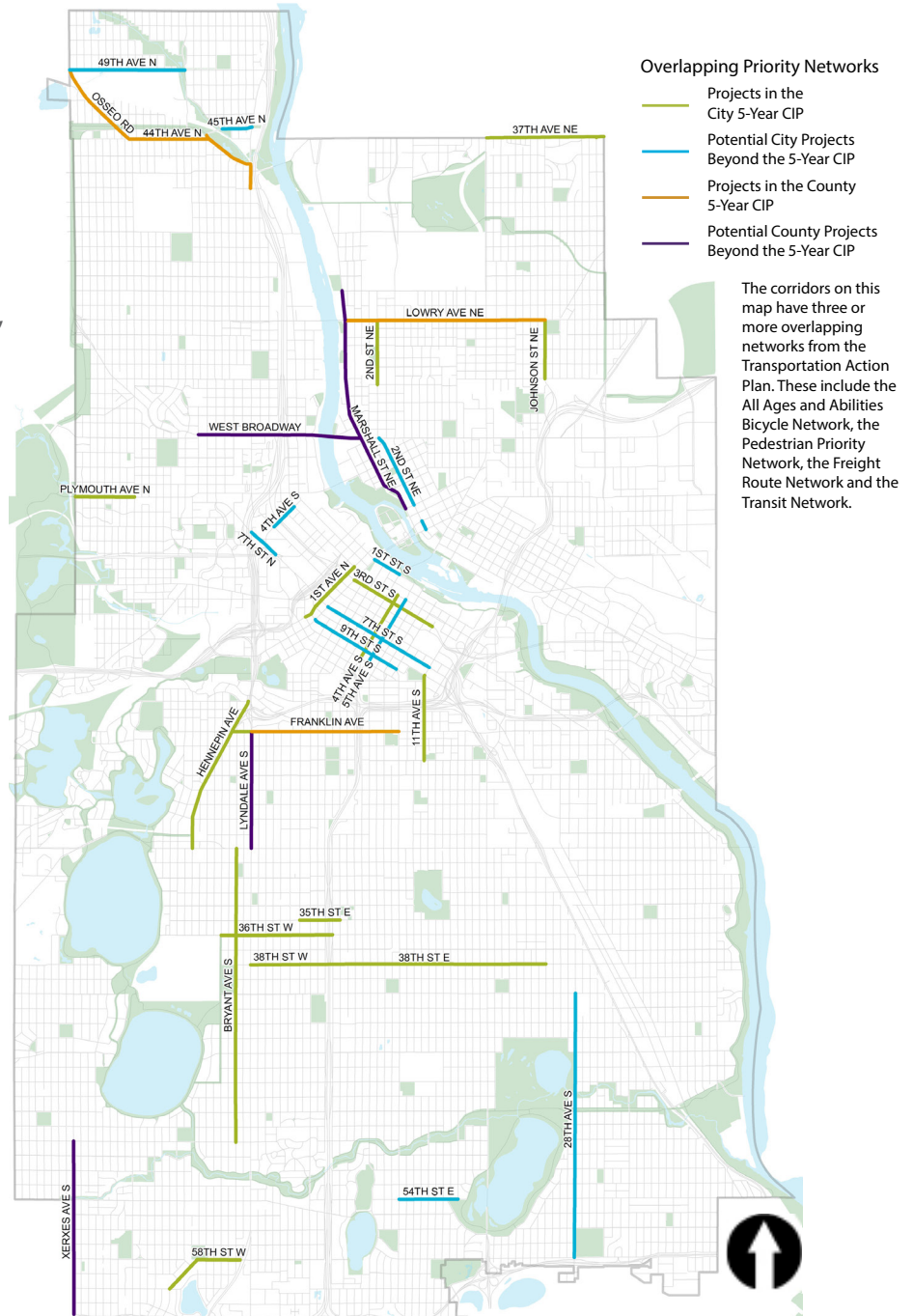
Anticipated progress on upcoming corridors

Certain streets in Minneapolis will be reconstructed within the next 10 years – the timeframe of the TAP – and their street designs will be influenced by the strategies and actions identified in this plan.

Upcoming capital projects will be influenced by the Street Design Guide, which will reference the priority networks defined in this plan: the Pedestrian Priority Network, the All Ages and Abilities Network (for biking and micromobility), Transit Priority Projects and the Truck Route Network. When the Pedestrian Priority Network, the All Ages and Ability Network and streets with transit overlap on the same street segment, the design decisions are often most difficult, especially when the public right of way is most constrained. These corridors, while challenging, provide the greatest opportunity to make bold changes to advance mode shift goals, greenhouse gas reduction and reductions in vehicle miles traveled.

While subject to change, the streets shown in Figure 22 are currently recommended for street reconstruction sometime within the next 10 years and have overlapping priority networks.

Figure 22: Upcoming street reconstruction/overlapping priority networks



Quick results

Key quick-build projects identified in our strategies and actions are highlighted below. These are tactical projects that greatly and quickly increase access and mobility, but do not require an entire street to be reconstructed. Examples include reconfiguring streets to provide transit advantages, building out a network of mobility hubs and making operational changes to streets downtown to encourage mode shift and promote safety.

TRANSIT PRIORITY LANES

Transit priority lanes, often realized as bus-only lanes, provide dedicated space for people traveling by bus or other transit vehicles, unobstructed from other traffic. By dedicating space on our streets for transit, we are improving the speed and reliability of travel which encourages more people to take transit. Collectively, this lightens our carbon footprint and lessens the demand

for parking at destinations, which helps free up more space for active uses of our shared public space – an example of a virtuous circle created by giving residents options. We have piloted bus-only lanes on Hennepin Avenue S, Chicago Avenue and Nicollet Avenue; these early pilots have shown that improvements can be realized in speed and reliability for those on transit.

Streets where we plan to allocate space for bus-only lanes include:

4th Avenue South
between
Washington Avenue
and 10th Street South

5th Avenue South
between
Washington Avenue
and 10th Street South

6th Street North/South
between
1st Avenue North
and 13th Avenue South

7th Street North/South
between
1st Avenue North and
13th Avenue South

**8th Street North/South
downtown**
between
1st Avenue North and
13th Avenue South

4th Street North/South
from the
west/freeway connections
to the Marquette/2nd Avenue
transit facilities

MOBILITY HUBS

The City has begun to pilot mobility hubs in neighborhoods throughout the city – which locate several low carbon, shared transportation services or options at the same location. This allows people to make more seamless connections between bus, bikeshare, scooters and/or carshare and helps to ensure transit trips have a more significant reach by coordinating viable options to complete the last leg of a trip. They also serve as gathering spots anchored in transportation that provide a sense

of place and opportunity for people to enjoy the street.

Twelve pilot mobility hubs in Minneapolis were installed in 2019; these are providing early lessons on how to build out a network. Over the next couple of years, people should expect to see a network of mobility hubs developed throughout the city.



Figure 23: Downtown Minneapolis bus-only lanes

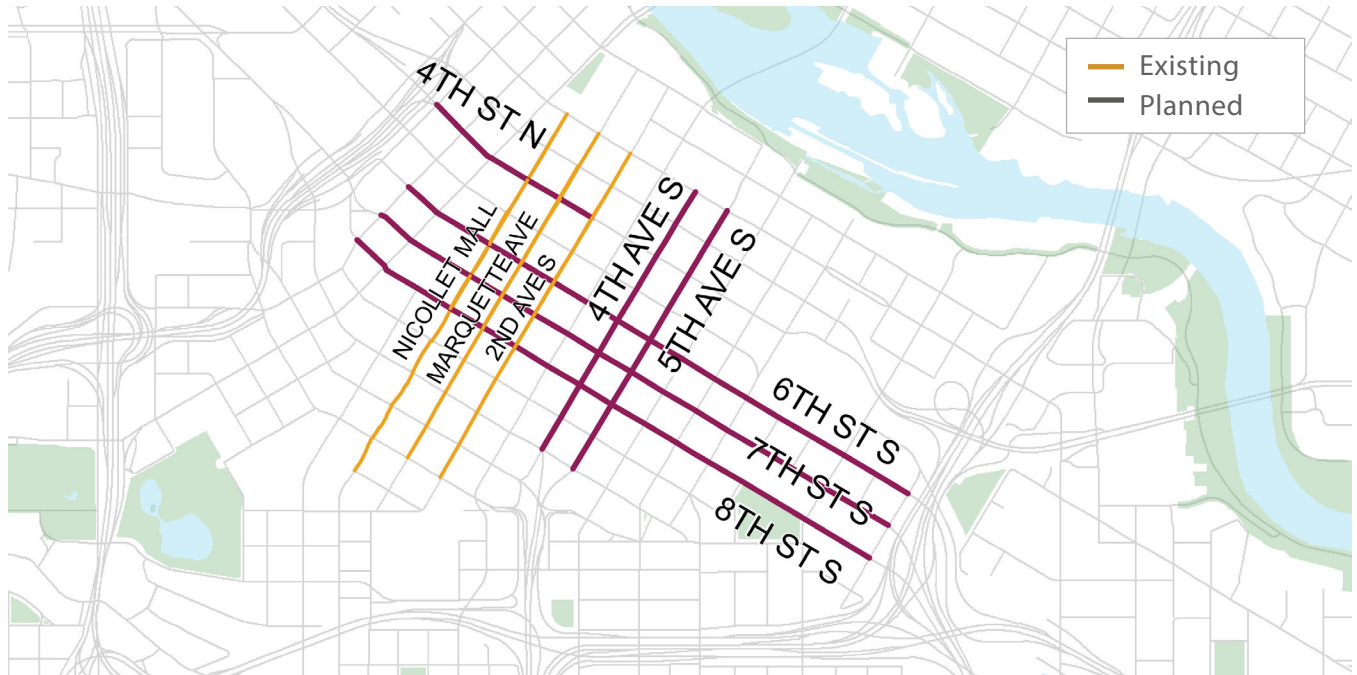


Figure 24: Mobility hub pilot



A FOCUS ON DOWNTOWN OPERATIONAL CHANGES TO MOVE PEOPLE

Over 205,000 people work downtown.³⁰ Streets downtown play a huge role in the regional economy and how people decide to travel to work. The speed of transit, the safety of bike lanes and the space and comfort of the sidewalk all influence how people decide to travel to, from and through downtown. By focusing on operational changes to our street network – without waiting for a large capital project – we can open travel options in the densest area of the city where we can make the most impact most quickly.

Near term operational changes will largely be realized by making safety improvements to High Injury Streets identified in our Vision Zero efforts. These streets are identified because they have not had recent safety improvements and are not planned for near-term reconstruction. Near-term safety improvements on these streets will be done with changes in paint, additional bollards, or potential signal changes as outlined in the Vision Zero Action Plan.

High Injury Streets downtown that we plan to make improvements to between 2020 and 2022 include:

3rd Avenue South
between
1st Street and
12th Street

11th Avenue South
between
6th Street and
Franklin Avenue

9th Street
between
Hennepin Avenue and
Chicago Avenue

7th Street
between
2nd Avenue and
11th Avenue South

6th Street
between
2nd Avenue and
Chicago Avenue

3rd Street
from
5th Avenue South
to Chicago Avenue

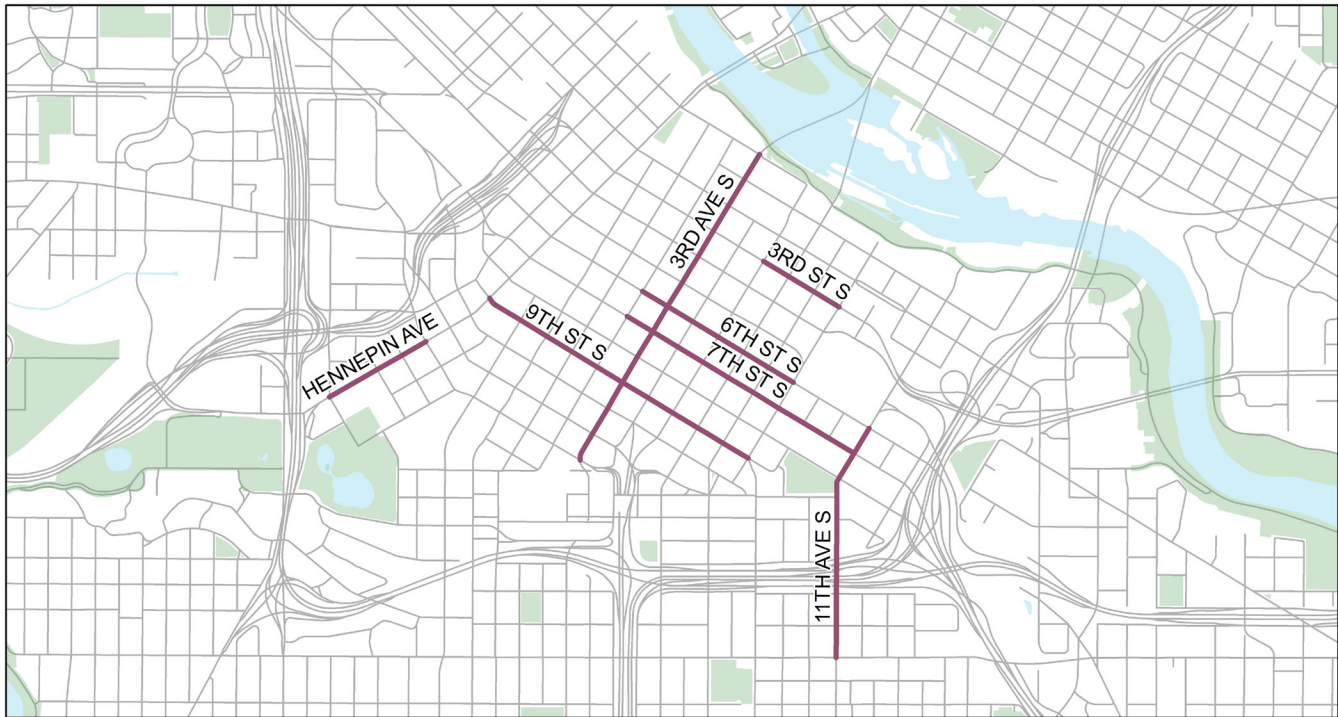
Hennepin Avenue
between
12th Street and
16th Street

Figure 25: Paint and bollards improve conditions for people walking and bicycling; 11th Avenue and 2nd Street S



³⁰ <https://www.mplsdowntown.com/facts>

Figure 26: High Injury Streets in downtown



Legend

— High Injury Streets in downtown with planned improvements between 2020 and 2022