



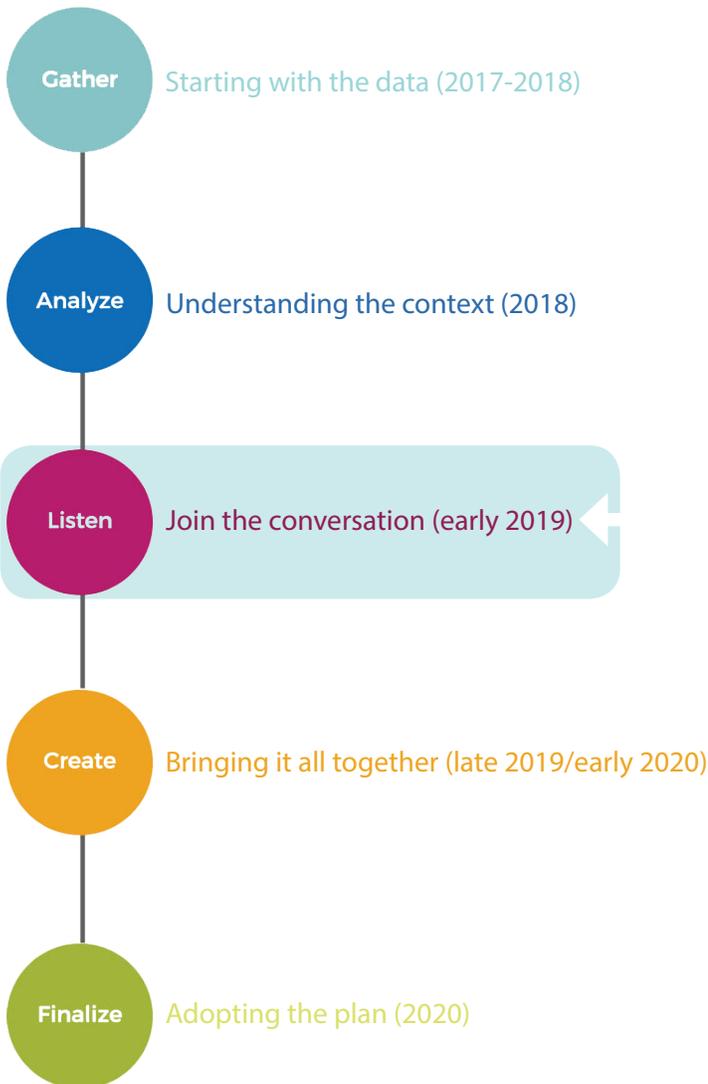
# Phase II Engagement Summary

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.

## 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.

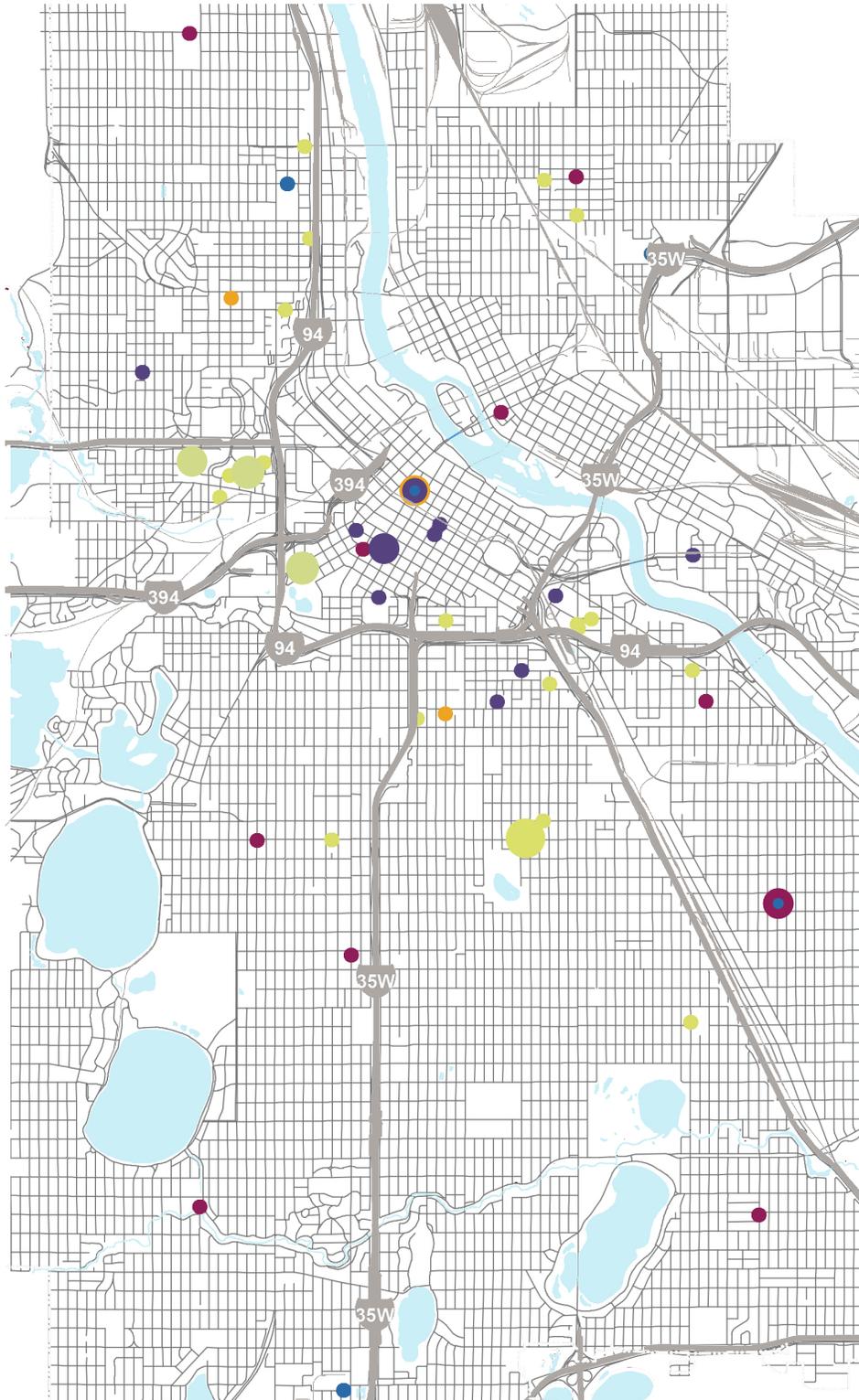
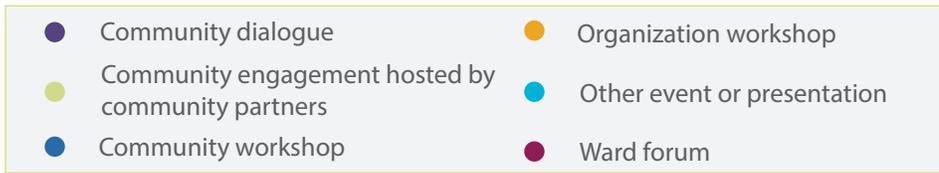


4

**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



City staff and partners engaged with community members through



Including:



In addition, community partners hosted



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

During Phase II, City staff received over



# 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.

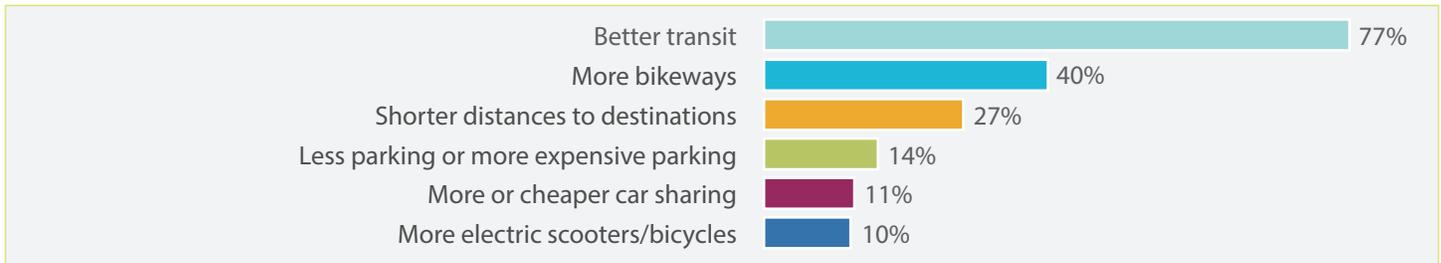
- 1 **Comunidades Latinas Unidas En Servicio (CLUES)**, who did focus groups with Latino families on transportation access
- 2 **Harrison Neighborhood Association**, who did outreach and engagement sessions with residents with an extra focus on reaching East African and Southeast Asian residents
- 3 **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.

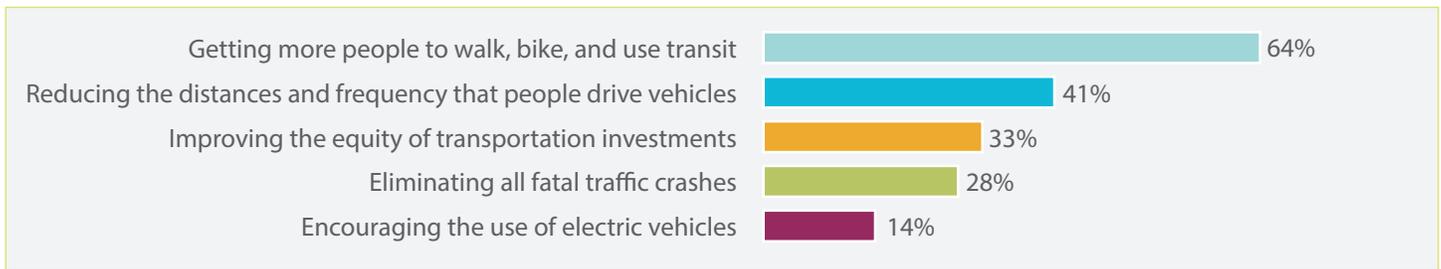
## OVERARCHING FEEDBACK

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)**



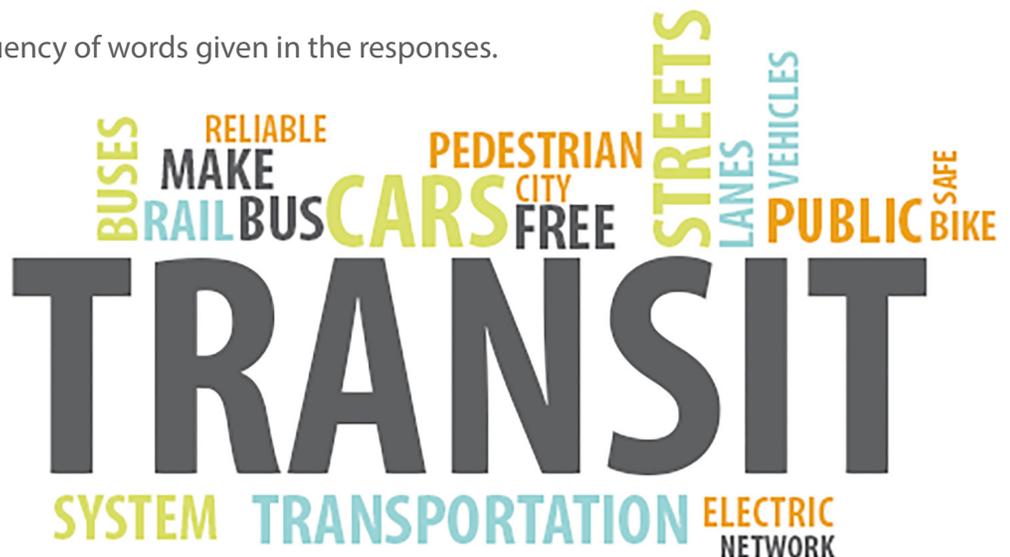
**2 How would you measure the success of the Transportation Action Plan? Select up to 2 priorities. (1,179 responses)**



**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.

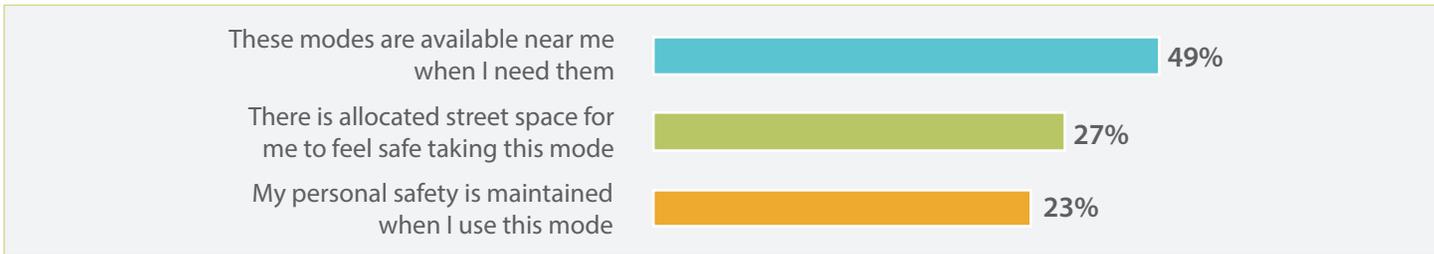


# Topic Specific Engagement Summaries

## 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)



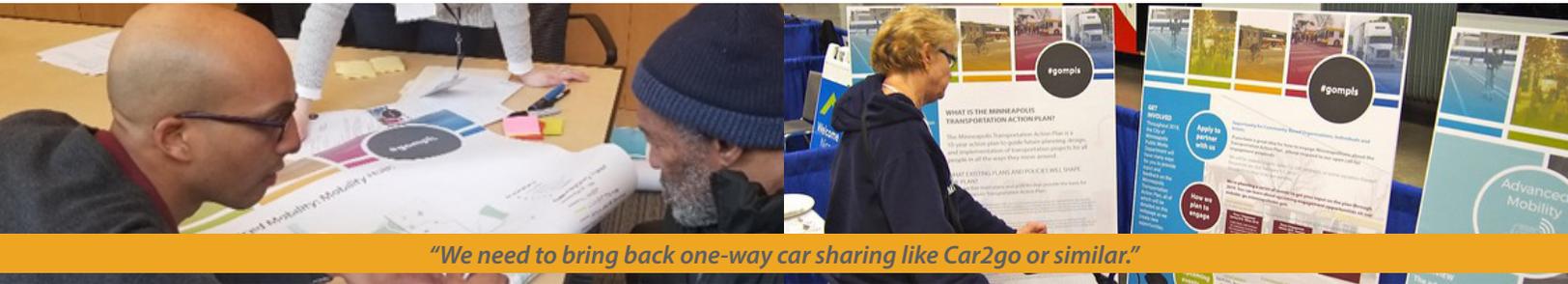
Staff also engaged on the topic of mobility hubs, which provide a physical space to find multiple mobility options (scooters, bikes, transit, car share, etc.). Mobility hubs use transit as a backbone, and help foster first and last mile transit connections. Feedback on mobility hubs included the desire 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."*

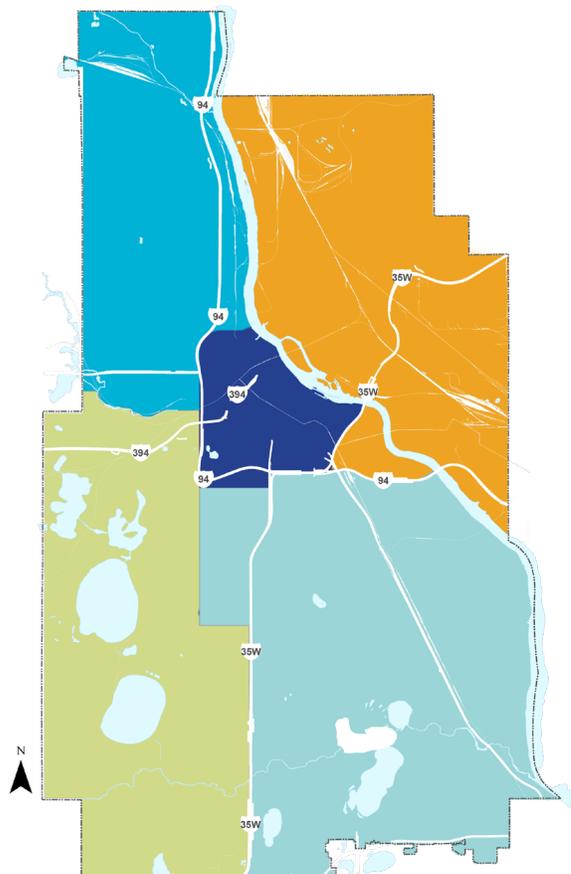
# PEDESTRIAN ENGAGEMENT SUMMARY

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

<p><b>North</b></p> <p>Snow clearance, especially at transit stops, and driver behavior</p>
<p><b>Northeast</b></p> <p>Safer places to cross and improved sidewalk condition</p>
<p><b>Downtown</b></p> <p>Snow clearance and more safe places to cross</p>
<p><b>Southeast</b></p> <p>Driver behavior and snow clearance</p>
<p><b>Southwest</b></p> <p>Snow clearance and driver behavior</p>



- 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."*

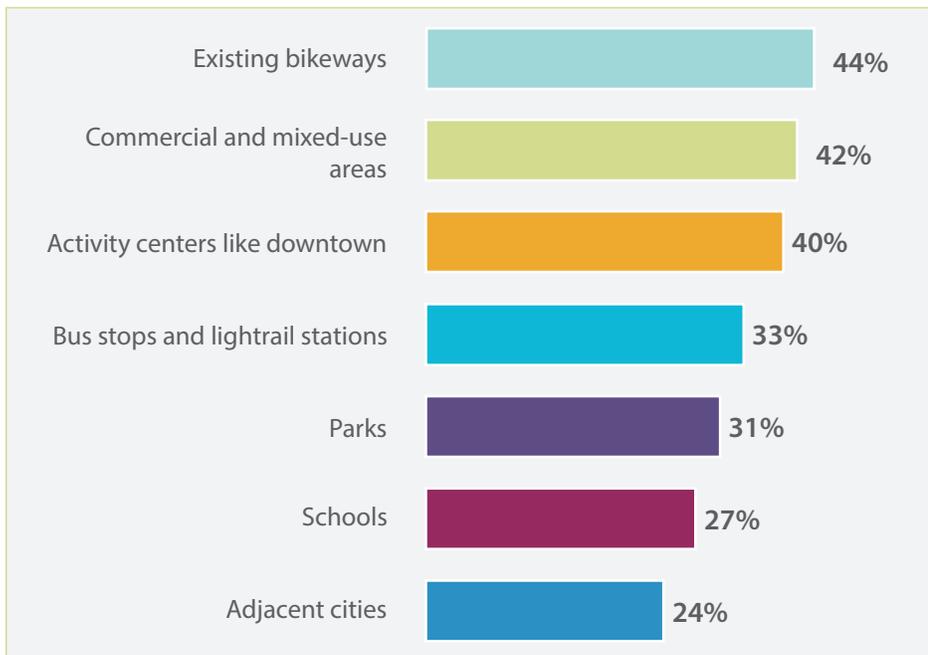
# BICYCLE AND LOW-POWERED VEHICLES ENGAGEMENT SUMMARY

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

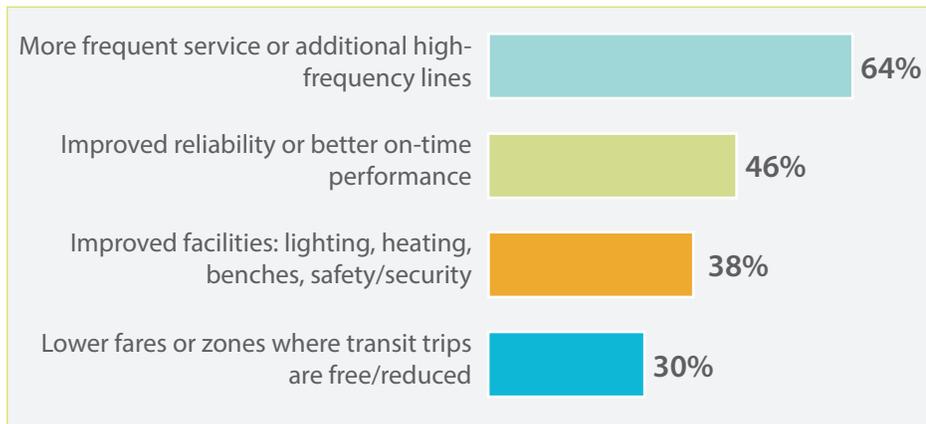


# TRANSIT INPUT SUMMARY

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 through 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

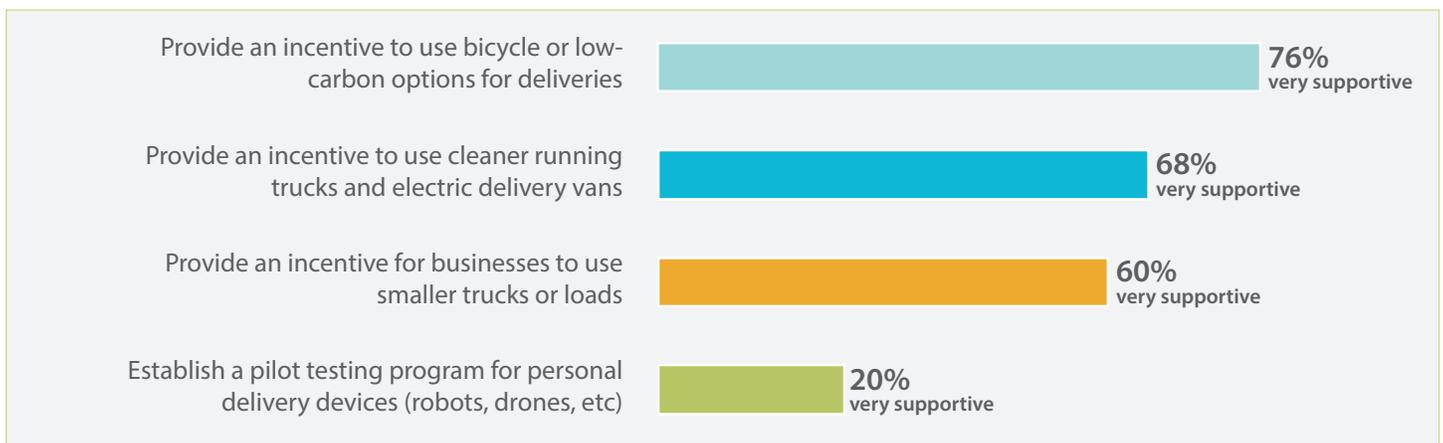


# FREIGHT ENGAGEMENT SUMMARY

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

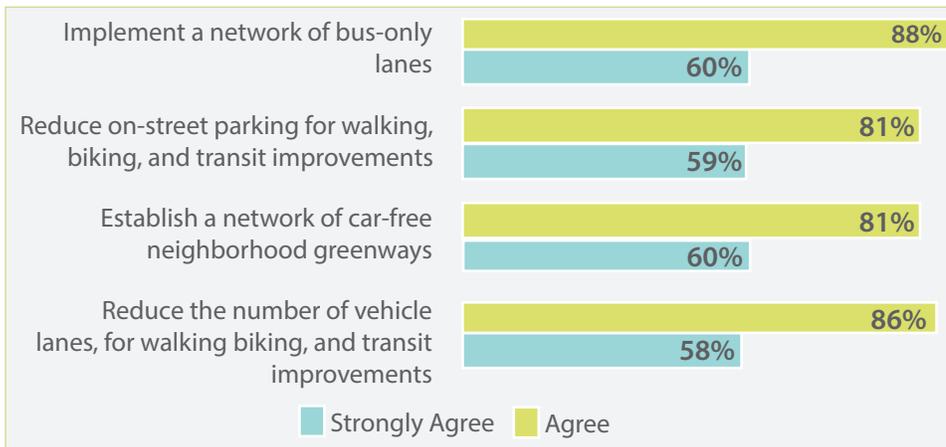


# STREET OPERATIONS INPUT SUMMARY

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)

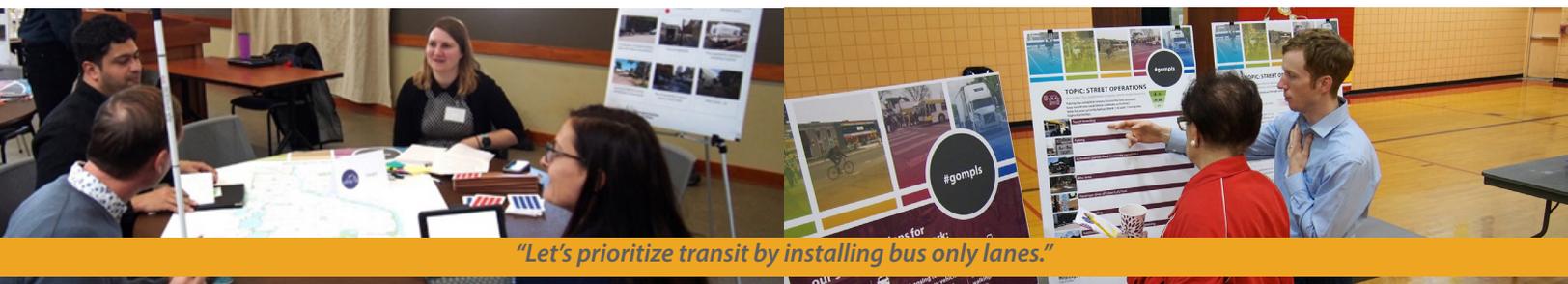
1. Transit boarding
2. Bike lanes
3. Activation (parklets, etc)
4. Stormwater
5. Passenger drop-off
6. Freight loading
7. Parking

**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

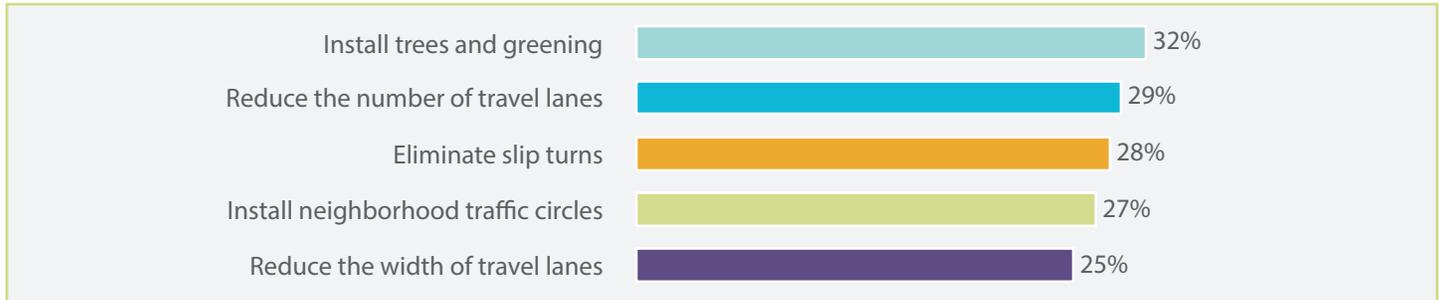


*“Let’s prioritize transit by installing bus only lanes.”*

# 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.

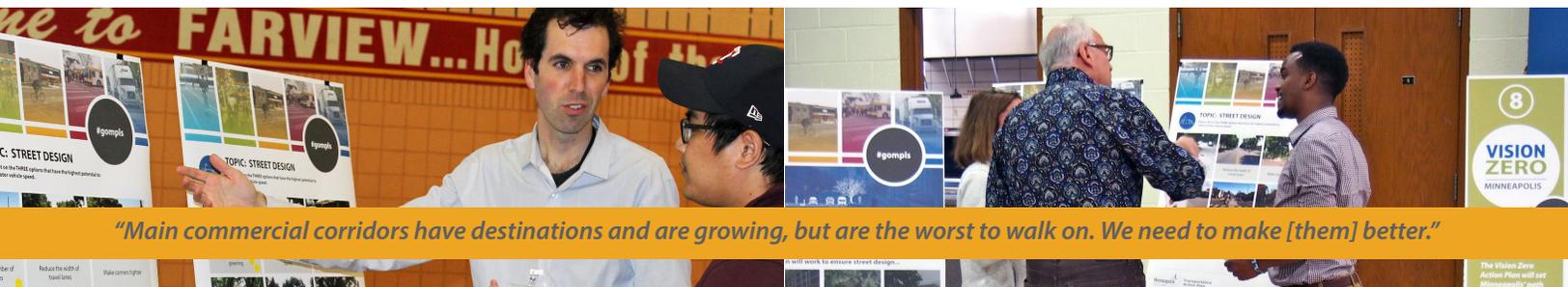
What options do you think have highest potential to reduce motor vehicle speed? (347 responses)



**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



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