



PROGRESS

Making and monitoring progress on the action plan

THE IMPLEMENTATION FRAMEWORK

THE PACE OF PROGRESS: IMPLEMENTATION STRATEGIES

The strategies and actions in this plan vary in complexity and scale. Some represent tangible projects that will be planned, funded, scoped, designed, constructed and exist out in the world – these are easier to plan and schedule. Others are about changing how we approach the work – the rationale for how decisions are made or which projects move forward. Given the various scale and complexity, including those that require contribution and collaboration with partner agencies, it is difficult to predict with precision when or how the actions will be completed.

REPORTING ON PROGRESS

Staff will report on the success and challenges of achieving the strategies and actions laid out in this plan through two venues: our annual Your City, Your Streets Progress Report and a more formal progress report on the plan every two years.

The Transportation Action Plan identifies strategies and actions for the next 10 years – from 2020 to 2030. But the pace of change in the transportation

world – through technology, new ways of getting around, as well as increased attention and focus on the link between transportation choices and climate change – ensures that some focus areas in this plan will evolve over the next ten years. If major adjustments are needed, we will amend the plan to address those needs.

MONITORING PROGRESS: TRACKING INDICATORS DEMONSTRATE INFLUENCE

We have identified five tracking indicators that over time will measure how our efforts influence broader change. The impacts of our transportation plans, projects and investments influence these indicators but are not solely responsible for their success. We know the City's transportation investments alone will not result in our reaching these goals, but they are important metrics for us to monitor.

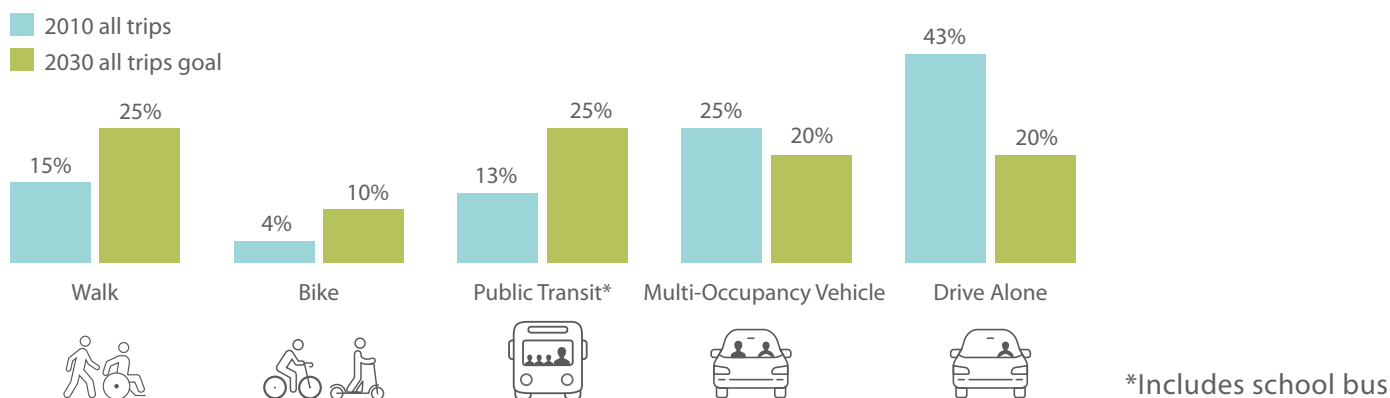
All the tracking indicators work toward a more inclusive transportation system that has equity at its core – by shifting people into more sustainable and affordable modes, protecting our most vulnerable street users, reducing pollution, connecting people to frequent and reliable transit and reducing the distance people travel to get to their daily needs. By pursuing the strategies and actions in the TAP we aim to advance the City of Minneapolis' work on advancing equity and racial equity.⁵⁸

⁵⁸ [Minneapolis City Council definitions](#): Equity is defined as fair and just opportunities and outcomes for all people; racial equity is defined as the development of policies, practices and strategic investments to reverse racial disparity trends, eliminate institutional racism, and ensure that outcomes and opportunities for all people are no longer predictable by race.

MODE SHIFT

Today, people driving alone make up 43% of all trips in Minneapolis.⁵⁹ To meet our goals we have set a mode split goal of reducing that number to 20%. Mode shift goals are for trips that start or end in Minneapolis only.

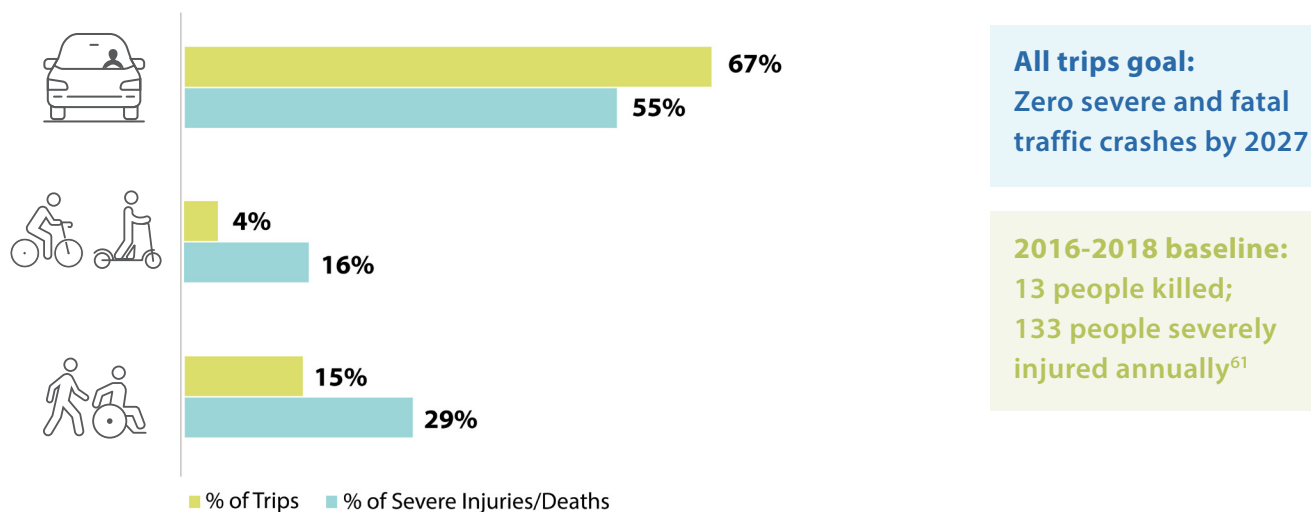
Figure 160: Comparison of trips



SAFETY

The City committed to Vision Zero in 2017 with the goal of reaching zero traffic related fatalities and life-altering injuries within 10 years.

Figure 161: People walking and on bikes are overrepresented in crashes that result in fatalities or severe injuries



Source: Injuries/deaths from Vision Zero Crash Study, percent of trips from 2010 Met Council Travel Behavior Inventory. Automobile category includes cars, trucks, motorcycles, but not transit.

⁵⁹ Mode split data is taken from Metropolitan Council's Travel Behavior Inventory (TBI) 2010 data set. The TBI has typically been updated every 10 years; the Metropolitan Council is moving toward a more continual update which would produce new data every 3 years. This data set is the most reliable data that measures trips beyond commute to work travel patterns.

⁶⁰ Note for draft plan: 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 forthcoming 2019 data.

⁶¹ Crashes excluded from this include: 1) crashes on freeways; 2) crashes on private property; 3) Crashes reported as a suicide or a homicide in which the 'party at fault' intentionally inflicted serious bodily harm that causes the victim's death; and 4) crashes caused directly and exclusively by a medical condition.

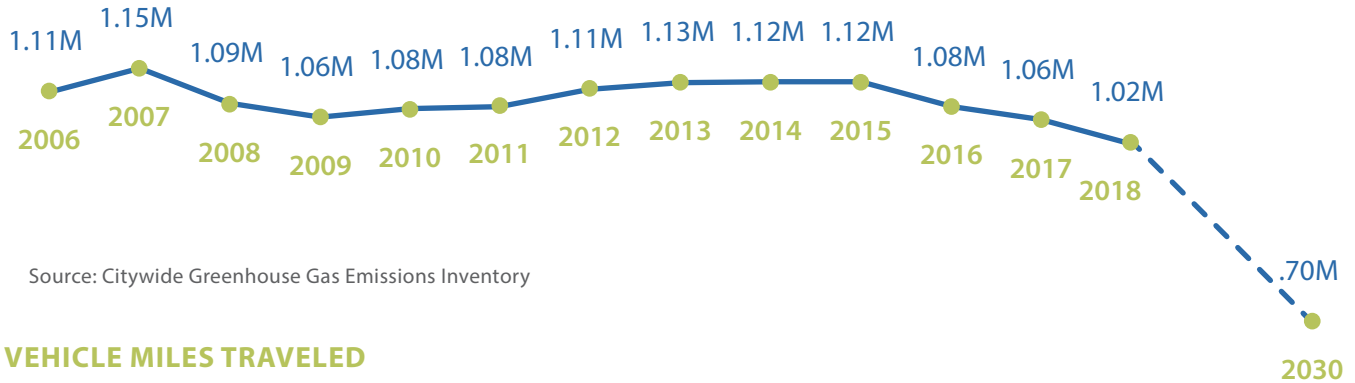
GREENHOUSE GAS EMISSIONS FROM THE TRANSPORTATION SECTOR

As of 2018, the transportation sector accounted for 24% of greenhouse gas emissions in Minneapolis. The City has adopted a goal of an 80% reduction by 2050, starting from a 2006 baseline.

Goal: 80% reduction by 2050 (from 2006 baseline); or 700,000 metric tons in 2030

2010 baseline: 1,019,144 metric tons

Figure 162: Greenhouse gas emissions (metric tons) from transportation sector historically and projected to reach City's goal



Source: Citywide Greenhouse Gas Emissions Inventory

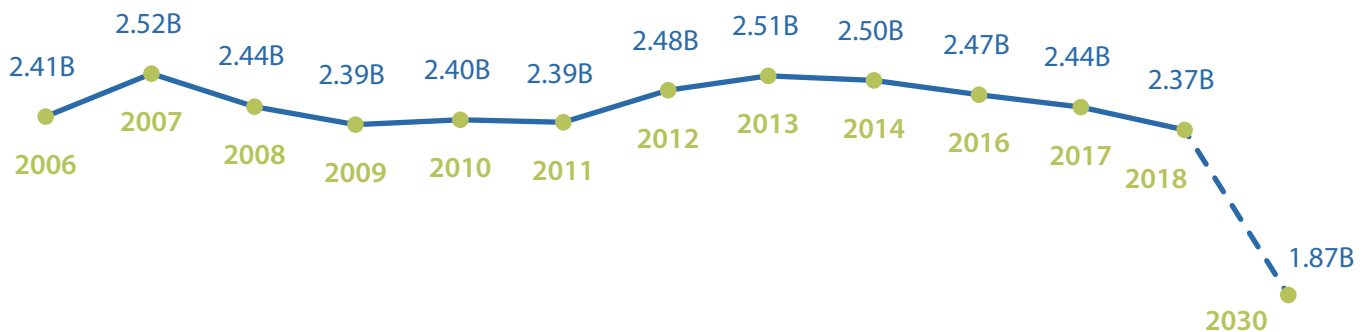
VEHICLE MILES TRAVELED

Currently, nearly 2.5 billion miles are driven on Minneapolis streets each year, or simply put, each resident drives 15 miles per day on average.⁶² For the City to meet its greenhouse gas emissions goal of an 80% reduction by 2050, we need to reduce the average amount of driving per person. To support our 2050 greenhouse gas emissions goal, Minneapolis residents will need to drive four less miles per day on average, reducing their average daily driving to 11 miles per day, by 2030.⁶³

Goal: 500 million less vehicle miles traveled by 2030 (from 2018 baseline); 1,868,057,420 miles traveled in 2030

2018 baseline: 2,368,057,420 miles

Figure 163: Vehicle miles traveled historically and projected forward



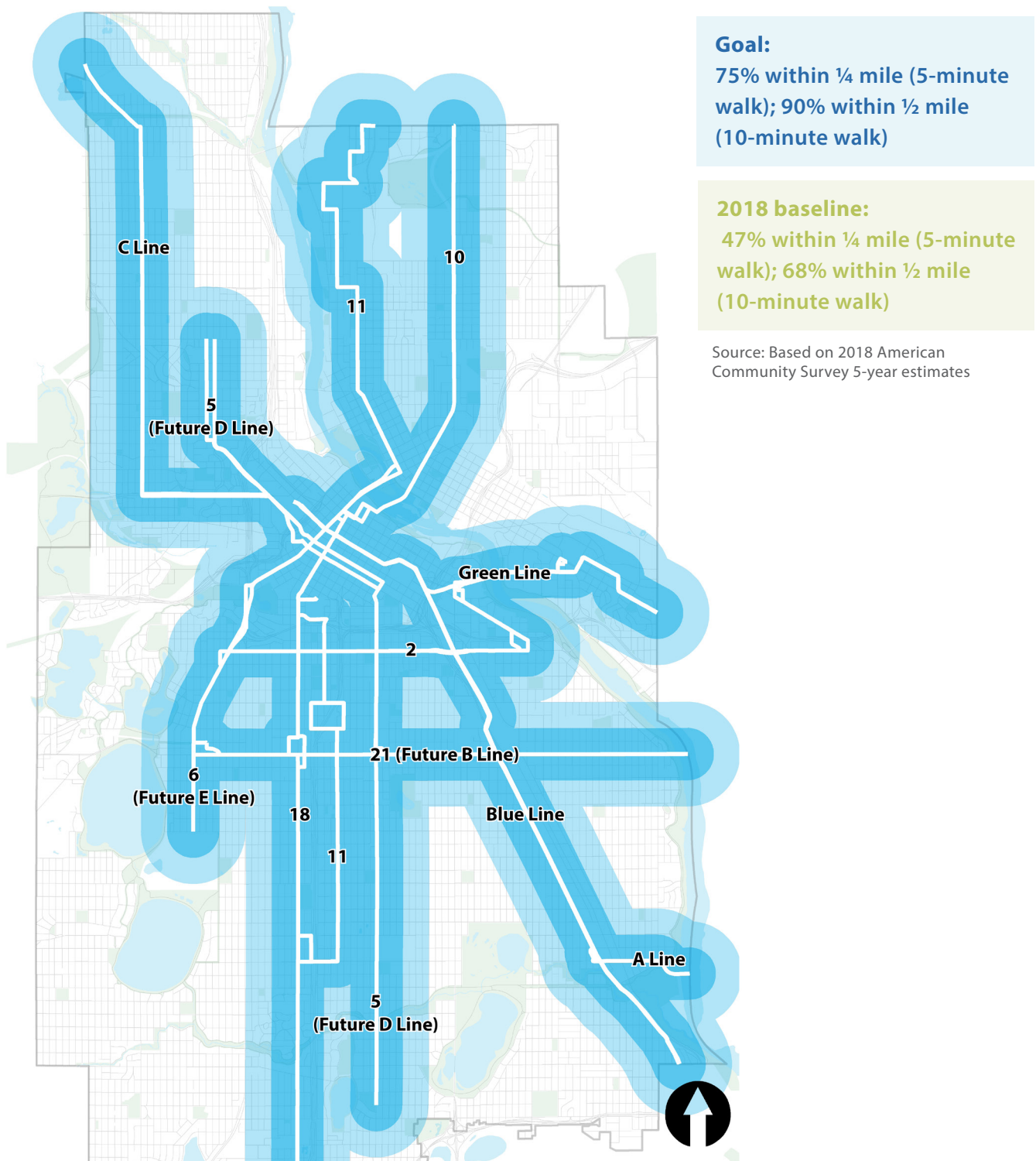
Source: Minnesota Department of Transportation (MnDOT); Roadway Data, VMT by Route System in each City, within each County

⁶² Minnesota Department of Transportation and US Census, American Community Survey. Minnesota Department of Transportation vehicle miles traveled data is a collection of 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 include all Minneapolis residents regardless of age and were used to calculate daily average mileage.

⁶³ Actual daily vehicle miles traveled reduction per person is 4.1 miles, assuming 2030 population forecasts.

Nearly one-half of people living in Minneapolis are within a five-minute walk of high frequency transit; the goal is to increase this number by over 50% over the next 10 years.

Figure 164: 5- and 10-minute current walksheds to high frequency transit



MONITORING PROGRESS: KEY METRICS TO MEASURE PROGRESS ON OUR PLAN

This plan lays out specific strategies and actions that are intended to be completed over the next 10 years. The most basic way to measure progress is by documenting the completion of the actions laid out in this plan.

EQUITY

The TAP details strategies and actions that will, if implemented, help to reverse racial disparity trends, eliminate institutional racism and ensure that outcomes and opportunities for all people are no longer predictable by race. The most affordable transportation options will be more widely available to more people and people will not be as burdened by the costs of daily travel.

There are four key metrics detailed below. The goal is to have each of them progress within ACP50 areas at a rate equal to or greater than the citywide rate. ACP50 areas are areas of concentrated poverty with more than 50% people of color.

ACTIONS COMPLETED ACROSS TOPICS

Accomplishing these goals will require bringing in outside funding sources and seizing opportunities with development projects and other partners.

Goal: 100% of actions completed or in progress by 2030

Baseline will be measured from 2020 moving forward

There are 55 strategies and 274 actions across 7 topic areas in the TAP. We will track progress on these strategies and actions as: completed, in progress, or not yet started. Our goal is to have 100% of the actions completed or in progress by 2030. We acknowledge that some are more difficult to accomplish than others and that conditions will change over the next 10 years. There will be some things we set out to do that will remain undone at the end of 10 years, due to changing priorities, lack of partnership opportunities or better ideas replacing what is laid out in this plan.

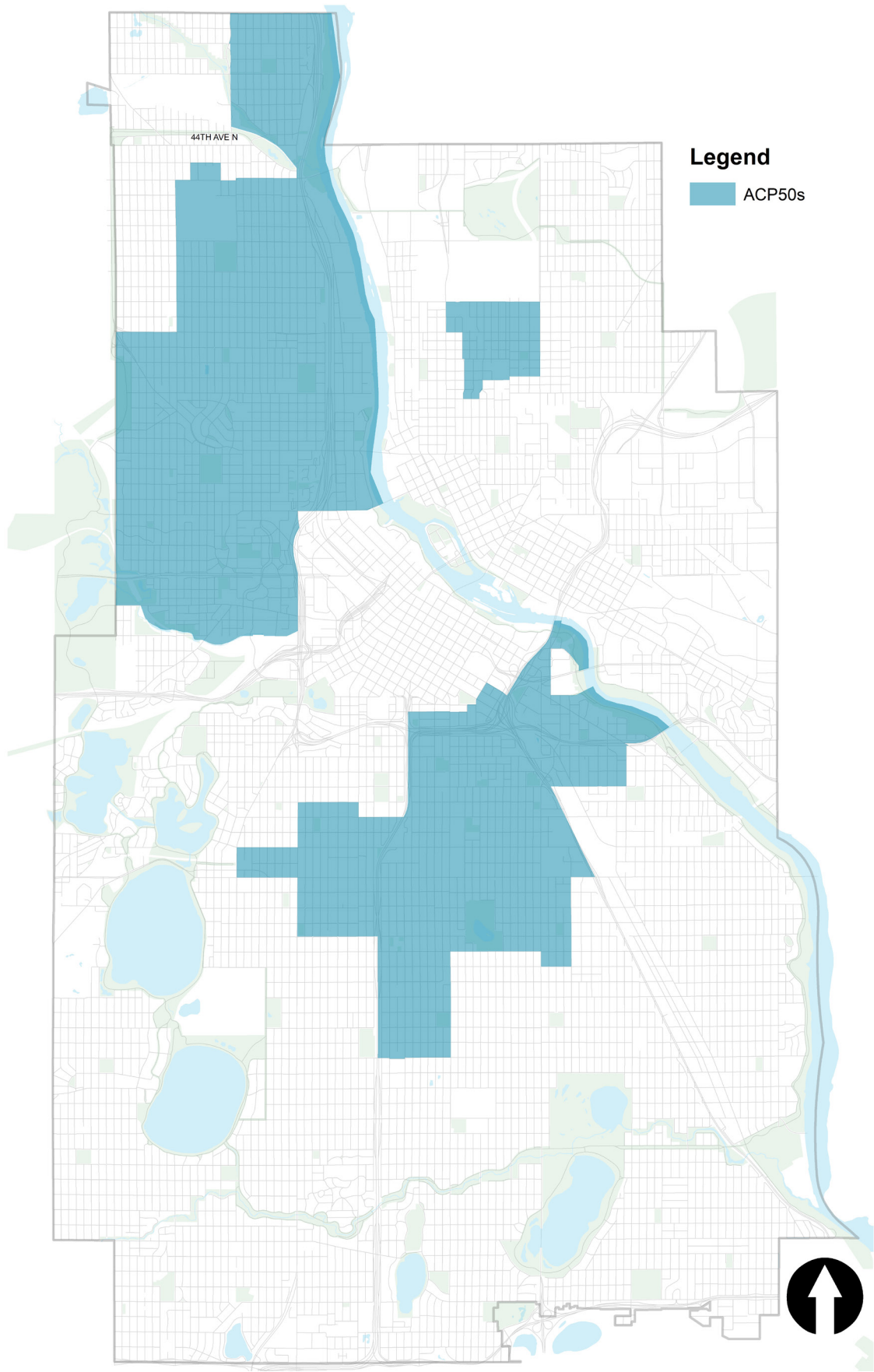
PEDESTRIAN IMPROVEMENTS

Goal: 100 miles of pedestrian realm improvements; 3,800 pedestrian intersection corner improvements

Baseline will be measured from 2020 moving forward

To measure success in pedestrian improvements, we look to measure two separate but related metrics: miles of pedestrian realm improvements and number of pedestrian intersection improvements. Pedestrian realm improvements include sidewalk replacement or filling of gaps and installation of boulevards or pedestrian lighting. Pedestrian intersection improvements include the number of corners with curb extensions and ADA ramps.

Figure 165: Areas of Concentrated Poverty where 50% or More Residents are People of Color (ACP50s)



MILES OF ALL AGES AND ABILITIES NETWORK COMPLETED

Goal: 100% of the network, 282 miles

2019 baseline: 146 miles exist on the All Ages and Abilities Network

The All Ages and Abilities Network consists of 282 miles. The goal is to complete the entire buildout of this network by 2030. 146 miles of this network already exist and 136 miles needs to be built, some of which will be upgrades from existing striped bike lanes.

NUMBER OF TRANSIT PRIORITY PROJECTS IMPLEMENTED

Goal: All 23 corridors identified in the plan

Baseline will be measured from 2020 moving forward

Many improvements to transit depend on operational and design changes on our streets that prioritize transit. Tracking and reporting on the number of corridors where transit priority improvements have been installed is a key metric to measure progress on the plan. The TAP identifies 23 corridors for transit priority projects, including:

Bus-only lanes and/or transit advantages on 6 corridors:

- 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 from the west/freeway connections to Marq2

New high frequency neighborhood-based transit on 3 corridors:

- Nicollet-Central corridor
- Midtown Greenway from West Lake Station on the Green Line Extension to Lake Street Station on the Blue Line
- West Broadway from downtown Minneapolis to the northwest suburbs

Transit priorities on 14 corridors. These corridors may be prioritized for increased service, transit signal priority or preemption, a bus-only lane or other improvements.

- Marshall Street NE – between Broadway Street NE and Lowry Avenue NE
- Lyndale Avenue N – between West Broadway and northern city boundary
- Lowry Avenue –western city boundary to eastern city boundary
- West Broadway – extend from Lyndale Avenue N to the eastern city boundary
- Como Avenue SE – between University Avenue SE and eastern city boundary
- 38th Street – Bryant Avenue S to 42nd Avenue S
- Lyndale Avenue S – Hennepin/Lyndale merge near Loring Park to southern city boundary
- Washington Avenue – West Broadway to Cedar Avenue continuing to 46th Street
- 2nd Street N – Hennepin Avenue to Dowling Avenue
- 50th Street W/Dupont Avenue S/46th Street E/42nd Street E – Xerxes Avenue to 46th Street Station
- Johnson Street NE – Hennepin Avenue to 37th Avenue NE
- Xerxes Avenue – 44th Street W to 54th Street W
- 28th Avenue S – 38th Street E to 58th Street E
- 4th Street SE and University Avenue SE – Central Avenue to 27th Avenue SE