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

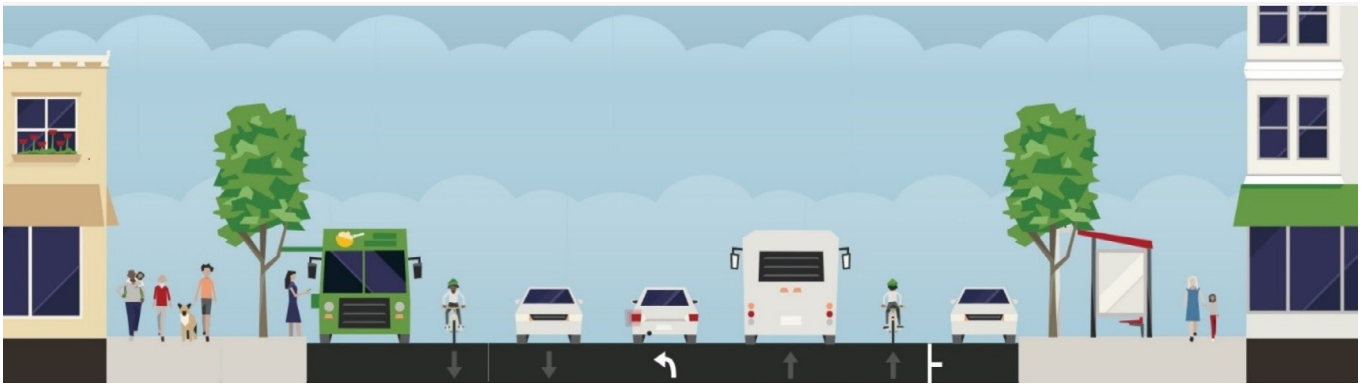
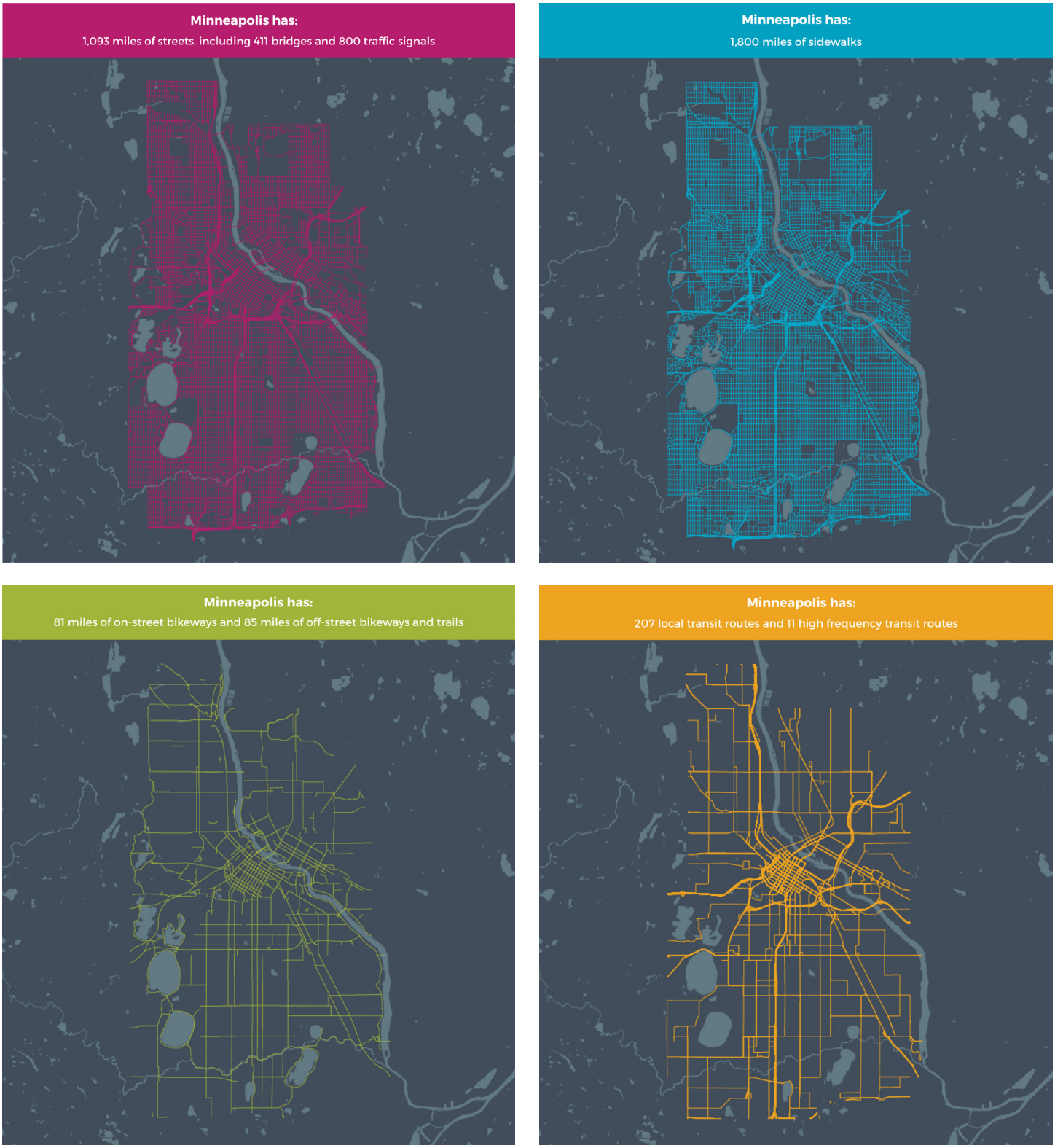


Figure 21: Minneapolis transportation system

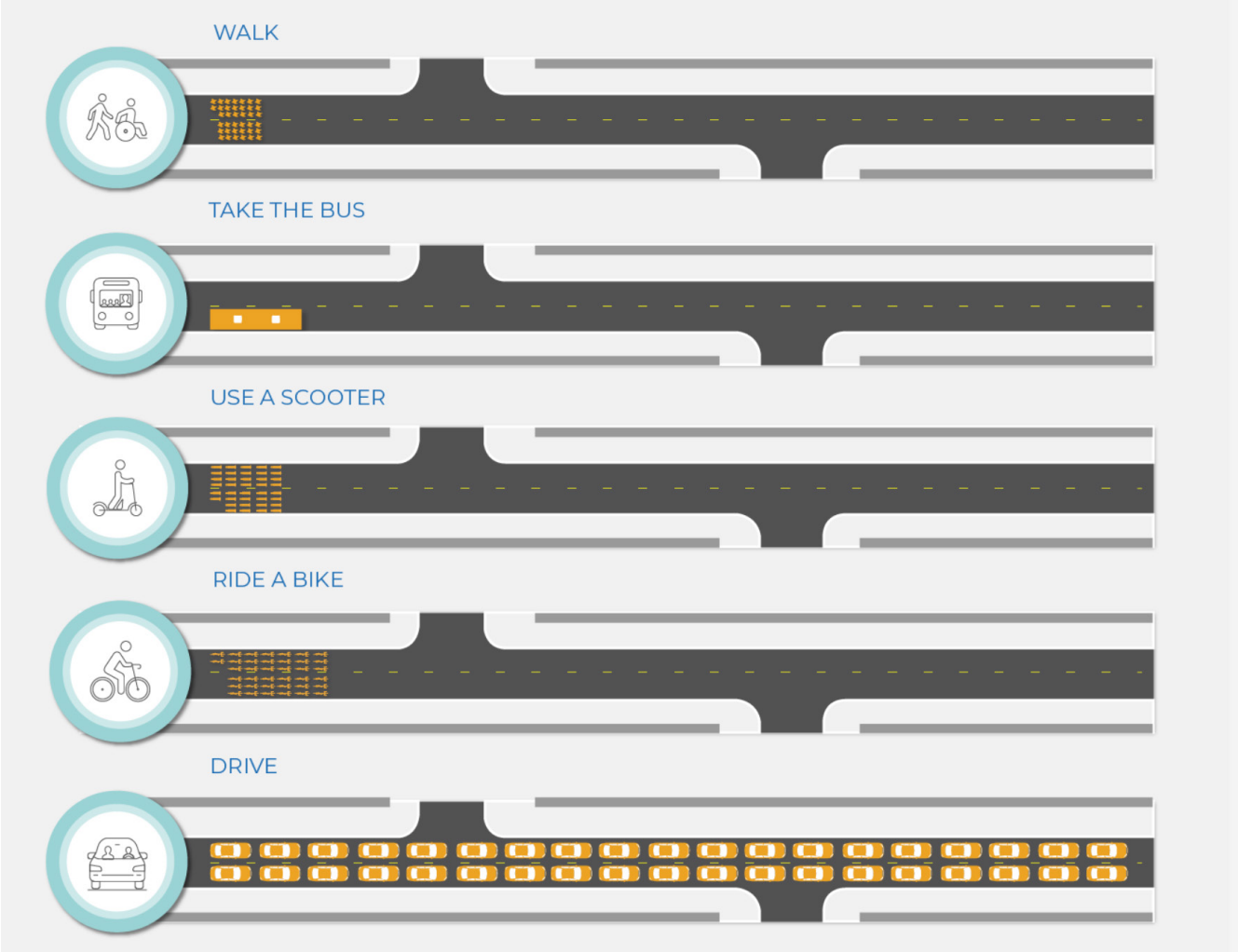


REDESIGNING OUR TRANSPORTATION FOR A GROWING CITY

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/