


INTRODUCTION

The Transportation Action Plan in context

The Minneapolis Transportation Action Plan (TAP) is a 10-year action plan to guide future planning, design and implementation of transportation projects for all people however they choose to move around.

The TAP supports the bold policies adopted in the Minneapolis 2040 Comprehensive Plan, which identifies transportation as a critical component to increase equity, address climate change, reduce carbon emissions, improve human health through improved air quality and increased active travel and enable the movement of people, goods and services across the City of Minneapolis (the City). We anticipate the changes made through the TAP will complement the land use changes envisioned through 2040 and work in tandem with these changes over time as the city evolves.

How we achieve the vision of Minneapolis 2040 depends upon our ability to define and then realize the value of our Minneapolis streets. Approximately 22% of the land area of the city is held in trust for the public within our streets (often called the public right of way). The TAP seeks to unlock the potential of our streets as places for people and as an invaluable asset for broader outcomes achieved by making the right investments in our transportation network.

Our streets need to reflect our values of creating a more sustainable, equitable, safe and prosperous city; the set of strategies and actions contained within this plan strives to make every journey contribute to that vision.

TRANSPORTATION CHALLENGES

We can face our challenges by rethinking our streets. Minneapolis is a city that experiences disparities of wealth based on race. We are a cold weather city that experiences heavy snow, ice and rain storms. We have largely devoted our streets to the ease of access for vehicles over the past hundred years; as a result, pedestrians, people on bikes and people in cars die and suffer life-altering injuries each year. We are both contributing to climate change as well as experiencing the effects. These challenges cannot be solved through transportation alone, but the way the City plans and provides for transportation choices has an impact on all of them.

GOALS TO GUIDE TRANSPORTATION DECISIONS

There are six transportation goals that guide the strategies and actions developed in this plan: climate, safety, equity, prosperity, mobility and active partnerships.

Links to Minneapolis 2040 goals

The goals in the TAP relate directly to the goals of Minneapolis 2040 and further refine the transportation contributions to reaching these broader citywide adopted goals. Appendix C illustrates the alignment between the transportation goals and the 14 goals of Minneapolis 2040.

CLIMATE

Reshape the transportation system to address climate change using technology, design, and mobility options to aggressively reduce greenhouse gas emissions caused by vehicles.

Minneapolis has set a goal of reducing our greenhouse gas emissions by 80% by the year 2050.[6] Emissions from on-road transportation account for approximately 24% of greenhouse gas emissions in Minneapolis.[7] Even with mass adoption of electric cars, Minneapolis will need to reduce automobile passenger miles by 38% to reach our goal of reducing greenhouse gas emissions by 80% by 2050.[8]

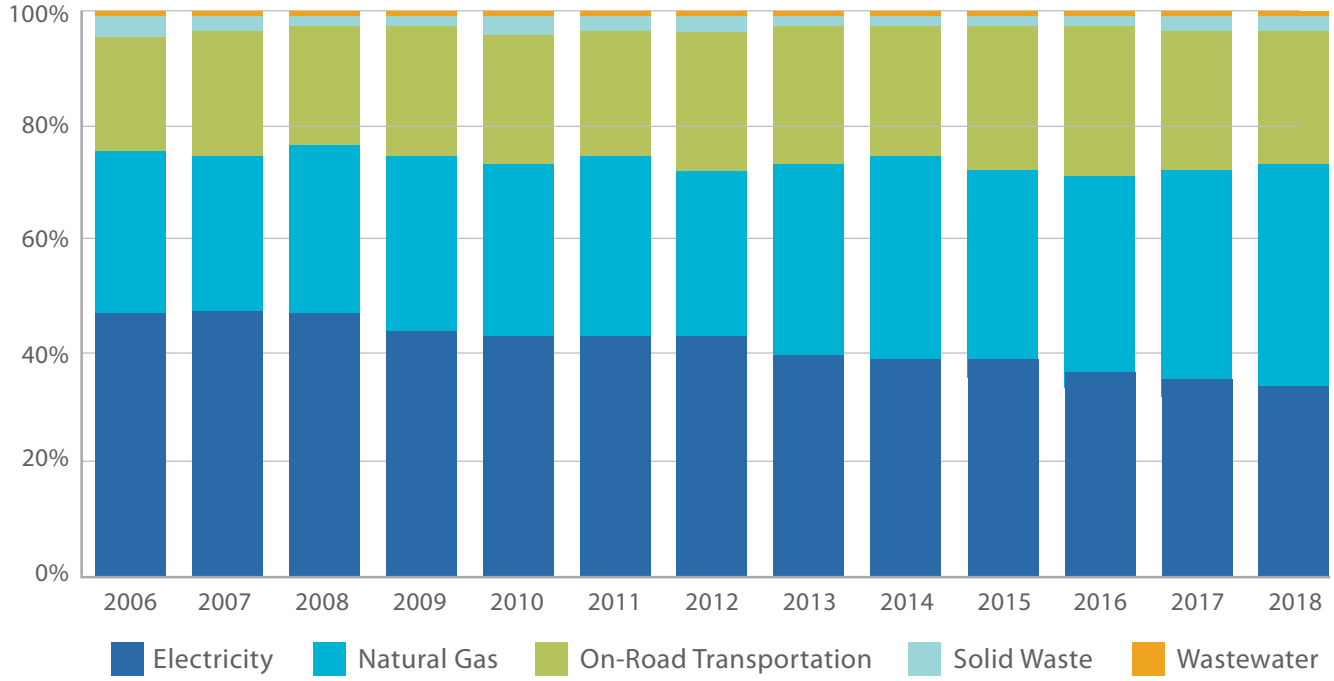
To reach our citywide climate goals, we will need to change how we move around. We will need to improve options for transit, walking and bicycling and we'll need to rapidly electrify fleets. As our population continues to increase, every effort will support reducing miles traveled in single occupancy and high-carbon vehicles because the health of our city and our climate depends on it.

There is an unmistakable link between climate and equity. Freeway systems were built in the Twin Cities throughout the 1950s, 60s, 70s and 80s, resulting in bifurcated neighborhoods, barriers for those walking, biking and driving, and concentrated emissions pollution in the residential neighborhoods that remained. The neighborhoods these highways went through were often poorer and housed communities of people of color. Areas deemed as hazardous (often housing people of color, immigrants and Jews) in the Home Owner's Loan Corporation maps (redlining maps) occupied 17% of land area but contained 48%

[6] City of Minneapolis Climate Action Plan (2013). 2006 baseline year for 80% reduction.
[7] Citywide Greenhouse Gas Emissions Inventory (2018)
[8] Minneapolis 2040

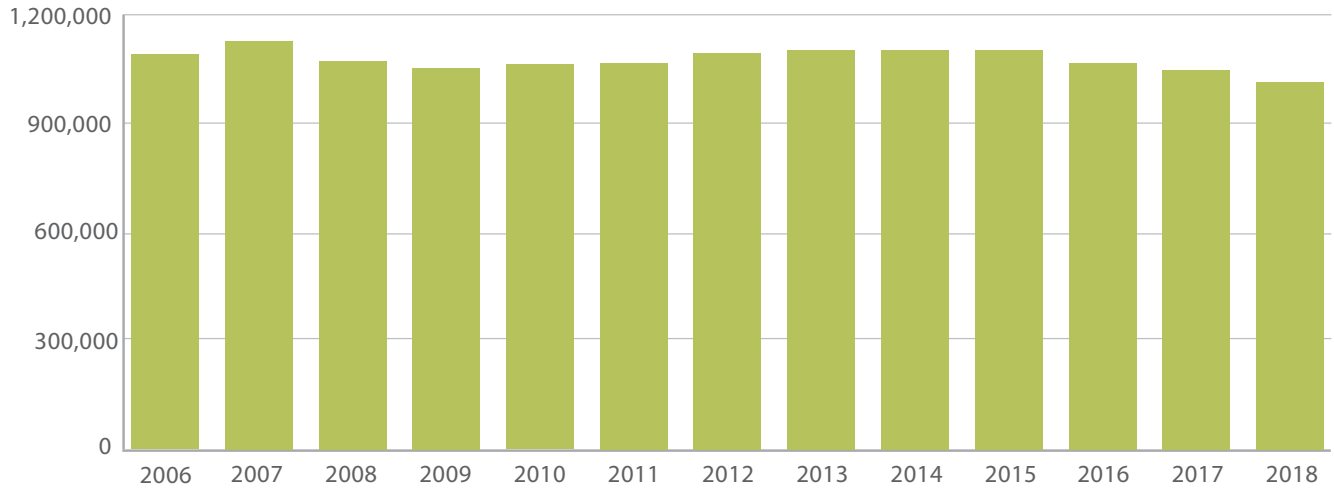
of the freeway length in Minneapolis.[9] Exposures to nitrogen dioxide levels, as one indicator, are 38 percent greater nationally for minority neighborhoods than in white neighborhoods; Minnesota is the state with the 15th worst exposure gap between people of color and whites.[10] Past redlining policies are also linked to acute differences in neighborhood temperatures - another persistent climate challenge linked to race. Land use and street design decisions that led to more impervious surface and less green cover in areas of the city create a lasting impact; even today, neighborhoods in Minneapolis can face a 10 degree difference in heat depending on green coverage.[11] By facing climate, we also face historic inequities created by our transportation system.

Figure 2: Citywide emissions by type: Transportation accounts for 24% (2018)



Source: Citywide Greenhouse Gas Emissions Inventory (2018)

Figure 3: Total emissions (metric tons of carbon dioxide) from on-road transportation



Source: Citywide Greenhouse Gas Emissions Inventory (2018)

[9] Institute for Metropolitan Opportunity, University of Minnesota Law School

[10] Study: Vehicle pollution greater in minority neighborhoods, MPR News, 2014

[11] Racist housing policies have created some oppressively hot neighborhoods, National Geographic

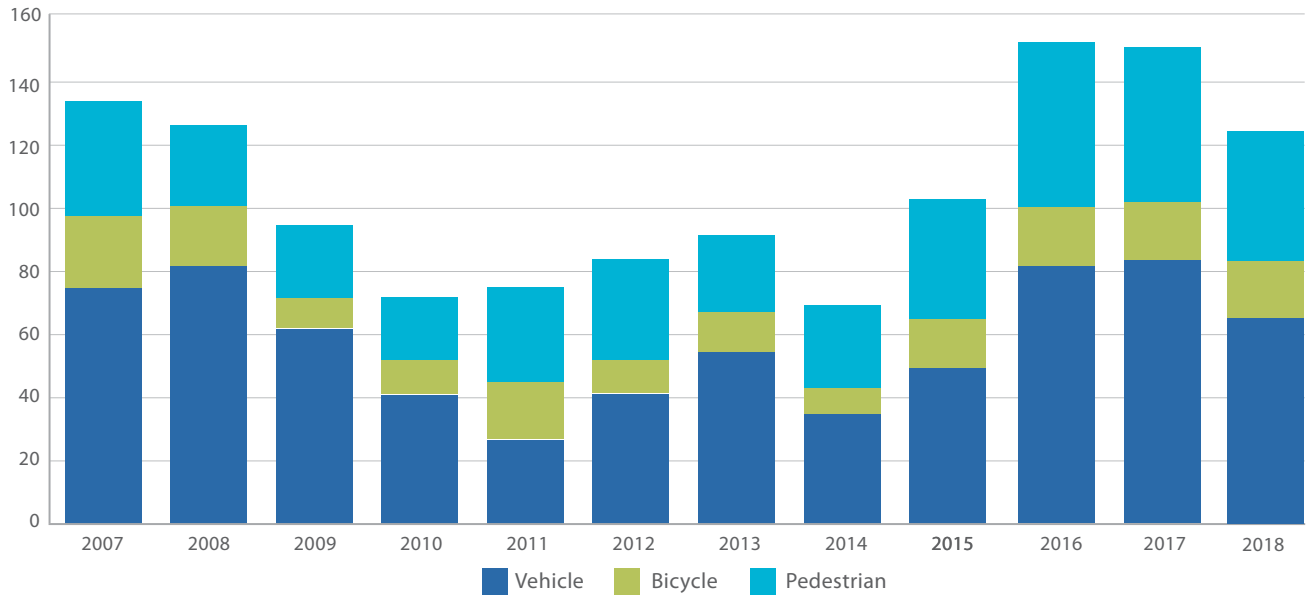
SAFETY

Reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

In 2017, the City adopted a Vision Zero Policy which commits to zero traffic-related fatalities and severe injuries by 2027. It is unacceptable that people die in traffic crashes on our streets. We are committed to improving safety on Minneapolis streets for all people.

Every year from 2007-2016, an average of 95 people either died or experienced a life-altering injury on streets in Minneapolis.[12] These injuries are disproportionately suffered by those walking and bicycling, in lower income neighborhoods, and by our Native American population.[13] Our strategies and actions directly address these inequities by focusing on ways to improve conditions for those most impacted. Transitioning automobile trips to walking and bicycling requires safe streets for these users and makes progress toward our climate goal. The City has a 2020-2022 Vision Zero Action Plan which details citywide actions and initiatives to make progress on our goal to end traffic fatalities and severe injuries by 2027.

Figure 4: Fatal and severe injury crashes



Source: City of Minneapolis Vision Zero Crash Study (2018)

[12] City of Minneapolis Vision Zero Crash Study (2018)
[13] City of Minneapolis Vision Zero Crash Study (2018)

EQUITY

Build and operate a transportation system that contributes to equitable opportunities and outcomes for all people, and acknowledge and reverse historic inequities in our transportation system.

Equity translates to fair and just opportunities and outcomes for all people. The City is committed to 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.[14] Transportation is a critical part of this work.

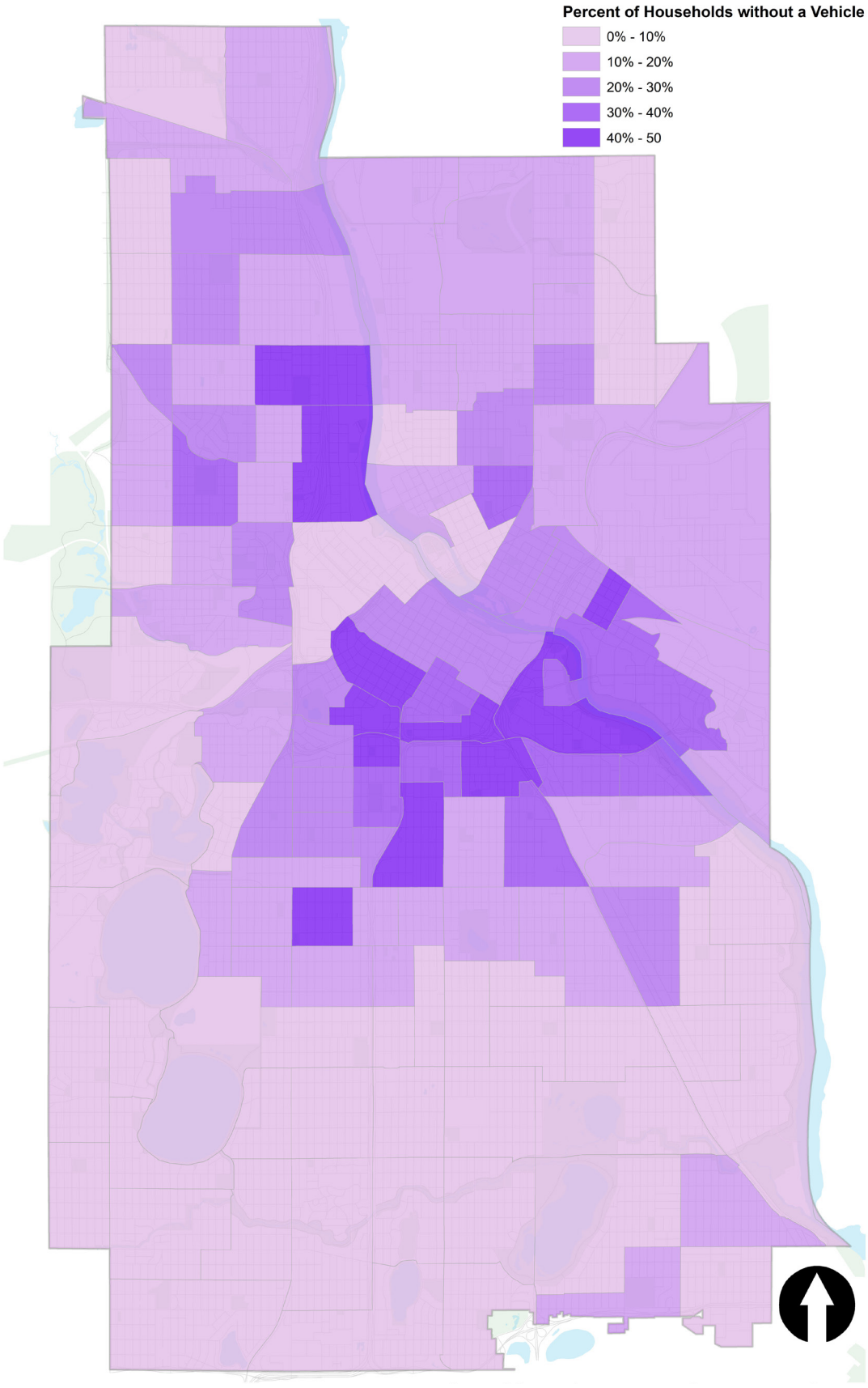
Not all people have the same access to transportation. More than one of every six people in Minneapolis (16.5%) live in a household without an automobile.[15] In some neighborhoods as many as 40-50% of households don't have access to a vehicle. Over three in ten people of color households do not have access to a car.[16] While some households choose not to own a car, there are many households that cannot afford to do so. Transportation is one of the top two household costs, accounting for approximately 16% of household income in Minneapolis.[17]

One of the goals of this plan is to reduce single occupancy and high-carbon motor vehicle trips, but the current transportation network affords more opportunities to those who can purchase a car, such as access to more jobs. To design, build and operate an equitable transportation system, it is imperative that we focus on underserved communities that are in need of expanded, improved and affordable mobility options. As it currently stands, people of color spend two minutes more on their commutes than white residents[18]; this adds up to over 17 hours more per year spent commuting.

Additionally, 11% of Minneapolis residents self-report a disability, which may present mobility challenges.[19] Given these realities, the existing transportation system results in different challenges for different people. The approach to our work recognizes these realities and will help address them.

[14] City of Minneapolis (2017)
[15] National Equity Atlas, 2017
[16] Household Size by Vehicles Available, U.S. Census Bureau, 2013-2018 American Community Survey 5-Year Estimates
[17] Center for Neighborhood Technology Housing and Affordability Index (July 2018)
[18] National Equity Atlas, 2017
[19] Disability Characteristics, U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimate

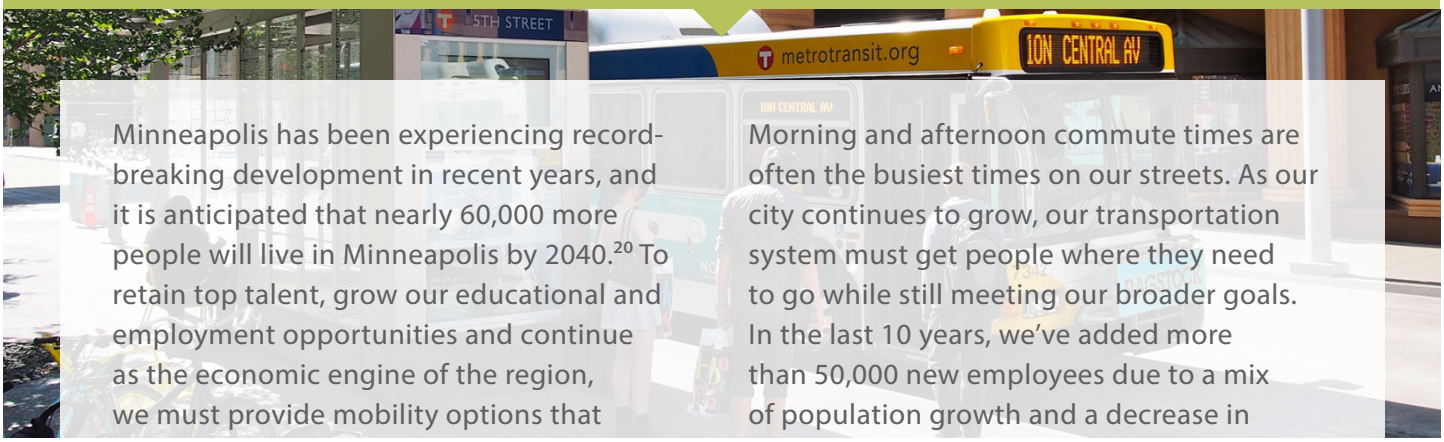
Figure 5: Households without access to a car, 2018



Source: 2018 American Community Survey 5-Year Estimates

PROSPERITY

Provide mobility options that move people and goods through reliable connections; retain top talent and grow Minneapolis as the economic engine of the region.

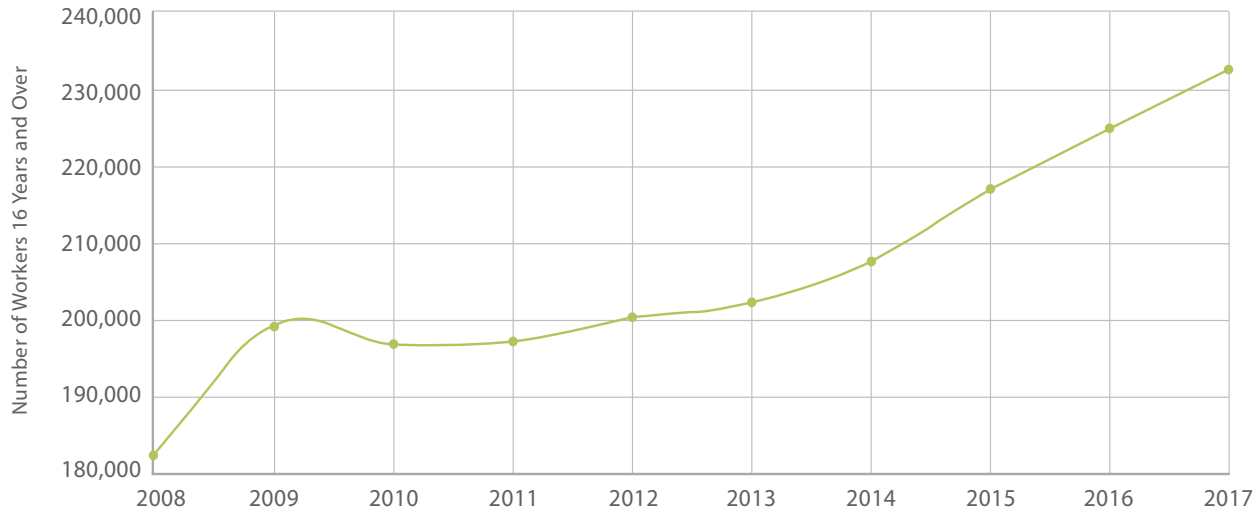


Minneapolis has been experiencing record-breaking development in recent years, and it is anticipated that nearly 60,000 more people will live in Minneapolis by 2040.[20] To retain top talent, grow our educational and employment opportunities and continue as the economic engine of the region, we must provide mobility options that reliably move people, goods and services (including utilities) throughout the city while significantly reducing our climate footprint.

Connecting people to jobs makes our region and city more competitive. Companies are increasingly choosing where to relocate based, in part, on the transportation choices that will be available to their employees. Increasing the number of jobs accessible by transportation options also supports individual prosperity, helping our city reach goals of equity and economic inclusion.

Morning and afternoon commute times are often the busiest times on our streets. As our city continues to grow, our transportation system must get people where they need to go while still meeting our broader goals. In the last 10 years, we've added more than 50,000 new employees due to a mix of population growth and a decrease in unemployment, from 9% in 2010 to 5.5% in 2018.[21] This trend is expected to continue in the coming decades as well. With 60,000 more people anticipated by 2040, it is critical that we focus on mode shift and reducing total vehicle miles traveled so that every new person does not equate to one more car on our streets. As we deal with a growing city, it's important that we provide transportation options and services, as well as the supporting infrastructure, to ensure our streets are safe, environmentally friendly and accessible to everyone who lives, works or visits our city.

Figure 6: Minneapolis Commuting Population



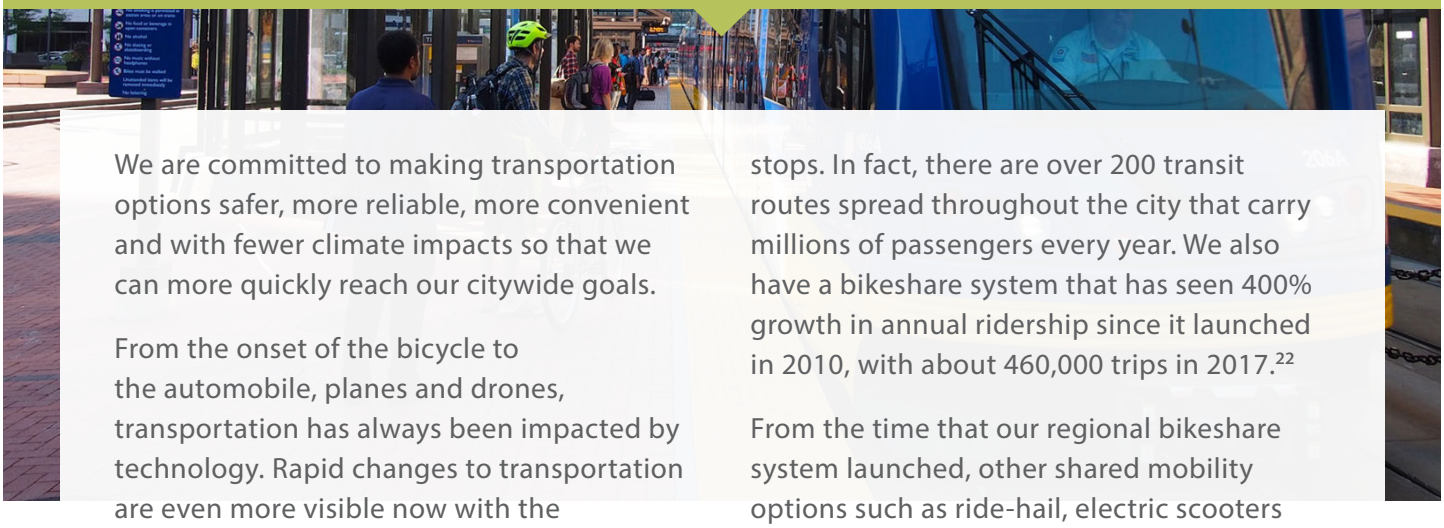
Source: American Community Survey 5-year estimates (2008-2017) and American Community Survey 3-year estimates (2008).

[20] Minneapolis 2040 and the Decennial Census, Metropolitan Council

[21] 2010 and 2018 American Community Survey 5-Year Estimates

MOBILITY

Embrace and enable innovation and advances in transportation to increase and improve mobility and access options for all.



We are committed to making transportation options safer, more reliable, more convenient and with fewer climate impacts so that we can more quickly reach our citywide goals.

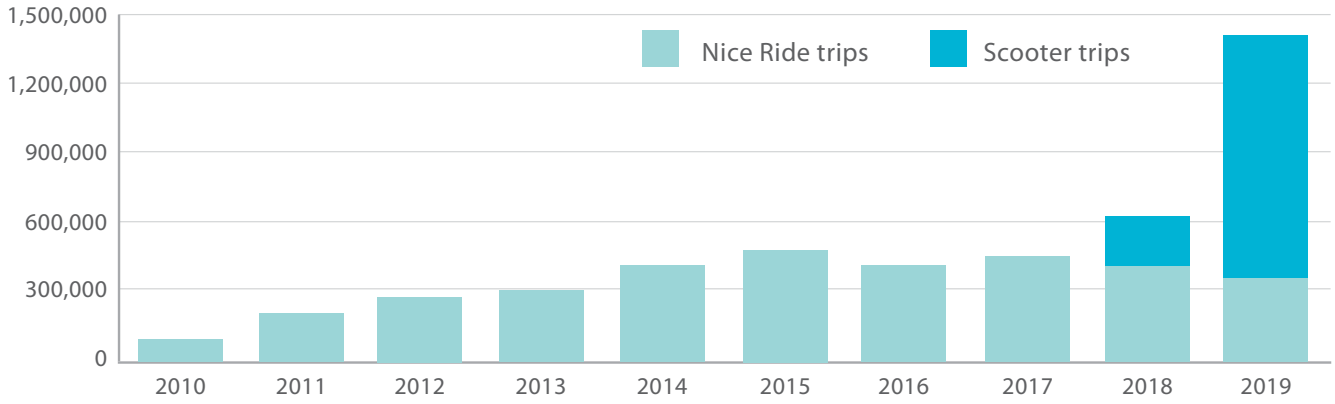
From the onset of the bicycle to the automobile, planes and drones, transportation has always been impacted by technology. Rapid changes to transportation are even more visible now with the introduction of bikesharing, ride-hailing, scooter sharing and car sharing options, all within the last 15 years. Predicting what might be next is challenging, but we know that if we stay committed to our goals, we can both anticipate and respond to change while harnessing technology to support the transportation future we want.

The City of Minneapolis has over 1,000 miles of streets and parkways that serve a variety of different types of mobility needs and transportation options. There are trips in and out of the city, between neighborhoods, or that serve as the last mile to and from transit stops. In fact, there are over 200 transit routes spread throughout the city that carry millions of passengers every year. We also have a bikeshare system that has seen 400% growth in annual ridership since it launched in 2010, with about 460,000 trips in 2017.[22]

From the time that our regional bikeshare system launched, other shared mobility options such as ride-hail, electric scooters and dockless bikeshare have emerged. In the summer of 2018, two scooter share companies brought their businesses to Minneapolis. During the first season of operation, these companies reported about 210,000 scooter trips in 2018.

In recent years, there have also been efforts to accommodate electric vehicles. As these mobility options continue to emerge, the City will be evaluating these options to ensure they are equitably and safely operated, work to support our mode share goals and that the City's infrastructure can support the move from fossil fuel to renewable energy options.

Figure 7: Nice Ride trips (system-wide) and scooter trips in Minneapolis



Source: Nice Ride Minnesota (2019) and Minneapolis scooter pilot program data (2019)

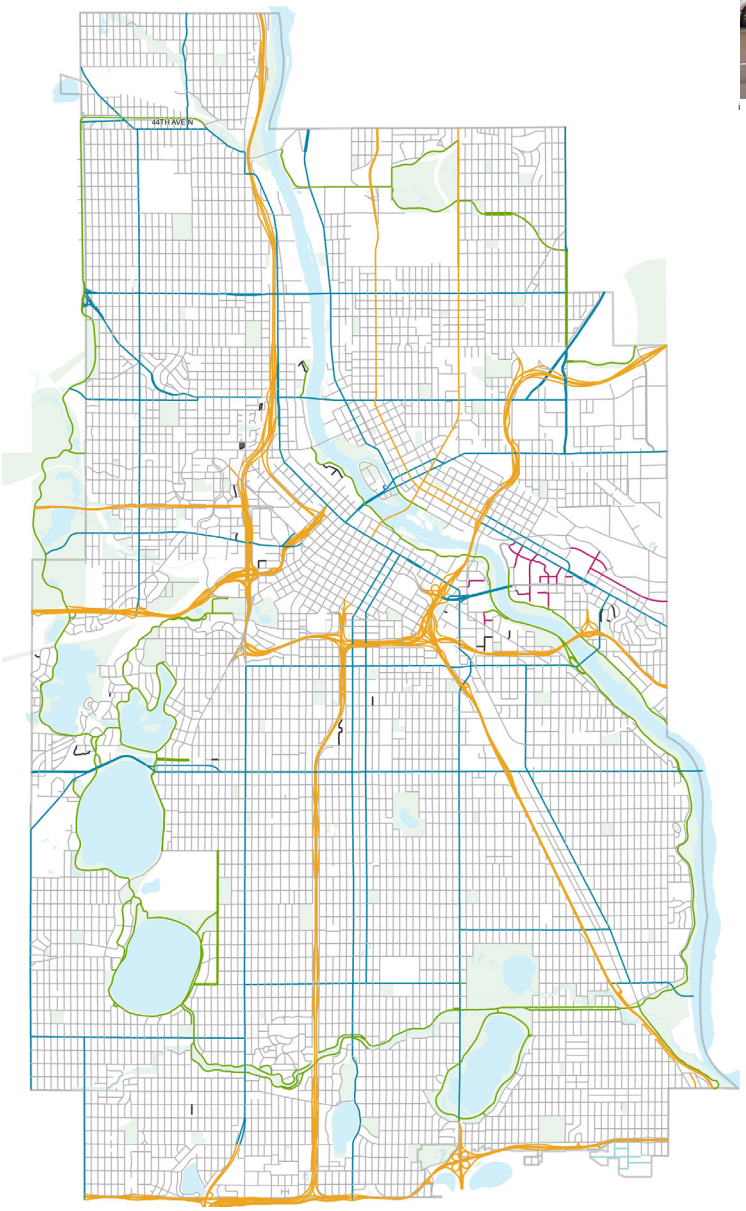
[22] Nice Ride Minnesota (2019)

ACTIVE PARTNERSHIPS

Create and seize opportunities to achieve shared goals and responsibilities through partnering and leveraging funding opportunities with national and regional partners and others who invest in the city.

Government, businesses, developers, community organizations, residents and visitors are all partners in achieving our transportation goals. The City and our agency partners hold in trust the public right of way (often referred to as streets), which comprises 22% of the available land area.[23] The City has a commitment to Vision Zero and Complete Streets, and we need to work with our partners to create a more seamless transportation system that allows people to use streets as routes, places and destinations – no matter which governmental agency manages the right of way.

Figure 8: Jurisdictional map



Source: Minneapolis Public Works, 2019

[23] City of Minneapolis Parcel, Parks, and Waterway Data

Structure of the TAP

RELATIONSHIP TO OTHER PLANNING EFFORTS

To reflect Minneapolis goals and values in our streets, the strategies and actions within this plan are focused on seven topics:

PROMOTE A SAFE AND INVITING WALKING AND ROLLING ENVIRONMENT: The plan identifies actions to make it easier, safer and more comfortable for people to get around walking or rolling using a wheelchair, stroller or other assistive mobility device. Actions are focused on a Pedestrian Priority Network. All future references to "walking" in this document are inclusive of "walking and rolling" as defined above.

INCREASE THE AVAILABILITY AND SAFETY FOR BICYCLING AND MICROMOBILITY TRAVEL: With an emphasis on establishing a low-stress network for all ages and abilities, the plan focuses on making the choice to bike or take other micromobility options easier for more people, as well as improving safety and comfort for those who ride.

DEFINE THE MINNEAPOLIS TRANSIT NETWORK: A quarter-million transit trips begin, end or travel through Minneapolis each weekday. Transit is a critical part of the City's transportation network; the plan outlines strategies and actions to support a reliable, convenient and comfortable public transit network.

INVITE NEW TECHNOLOGY TO ADVANCE TRANSPORTATION OPTIONS: Technology is changing the way we travel. The plan defines how to integrate technology and new business and service models. Shared scooters, bicycles and electric vehicles are examples of new mobility options.

MANAGE INCREASED FREIGHT NEEDS WHILE PRESERVING THE STREET: Freight is a critical component of our economy. The plan considers how raw materials, food and packages are delivered to people and businesses every day in our city with strategies and actions to improve the sustainable and efficient movement of freight to, from and through Minneapolis.

IMPROVE STREET OPERATIONS AND ADDRESS COMPETING DEMANDS: This topic further defines how the City's Complete Streets Policy, commitment to Vision Zero and transportation goals come together into daily operations and transportation system planning. It provides a foundation for evaluating competing demands within limited street space by taking a comprehensive, people-first approach.

DESIGN FOR PEOPLE: Streets are important community public spaces where we live, gather, travel, shop or wait for the bus, on a daily basis. We aim to design, build and maintain streets that are safe, functional and support the movement of people and goods throughout the city. Actions in this topic focus on the many ways streets need to serve people through design. The City's Street Design Guide (to be released in 2020) is a companion document to the TAP and will identify street typologies and provide guidance for how we approach design on all streets within the city, with the exception of freeways.

THE TAP REPLACES ACCESS MINNEAPOLIS

The TAP replaces Access Minneapolis, and all its parts, in full. Access Minneapolis was developed between 2007-2011, with updates as recently as 2017. Access Minneapolis includes:

- Downtown Action Plan
- Citywide Action Plan
- Design Guidelines for Streets and Sidewalks[24]
- Streetcar Planning
- Pedestrian Master Plan
- Bicycle Master Plan

THE TAP IN RELATIONSHIP TO THE VISION ZERO ACTION PLAN?

The City adopted a Vision Zero Action Plan in December 2019 that identifies strategies and actions across multiple City departments to make progress toward our goal of zero traffic-related deaths and severe injuries; the initial plan is for years 2020-2022 and will be updated as we make progress toward our goal. The TAP and its strategies and actions support the Vision Zero Action Plan by building off the work outlined in that plan. The specific Vision Zero strategies and actions are not repeated verbatim in this document, but rather assumes the City is working toward the strategies and actions in both plans simultaneously. Those strategies and actions articulated in the Vision Zero Action Plan are set for completion by 2022.

THE TAP'S INFLUENCE ON PROJECT PRIORITIZATION AND CAPITAL PROJECT DEVELOPMENT

The City prioritizes capital projects through the process and criteria identified as a part of its 20 Year Streets Funding Plan and publishes its multi-year plan of programmed projects annually through the Capital Improvement Program process. The TAP identifies new projects and programs that will be incorporated into the City's existing approach to prioritizing, programming and delivering transportation projects. Many projects in the TAP will require additional resources – staff time or funding – including those identified for near-term implementation (see Quick results section). The detail provided in the action plan also allows for us to apply for grant funding opportunities and potentially leverage other regional or national partnerships to achieve the actions identified.

FISCAL PLANNING AND IMPLICATIONS

The TAP is not a fiscally constrained plan. There are strategies and actions with large financial impacts on the City and its partners. While we understand additional resources are needed, we are also adjusting our existing delivery of capital projects and programs to reflect the strategies and actions outlined and to capitalize on opportunities to value-engineer and creatively finance initiatives.

[24] The Design Guidelines for Streets and Sidewalks will remain in effect until the completion of the Street Design Guide, which is anticipated to be complete in early 2021.

RELATIONSHIP TO OTHER CITY AND REGIONAL PLANS

Metropolitan Council Transportation Policy Plan

The Metropolitan Council developed a Transportation Policy Plan as a part of its regional development guide, Thrive MSP 2040, which sets the direction for the region's growth and development. The most recent update to the Transportation Policy Plan was October 2018. The Transportation Policy Plan is a fiscally constrained plan that identifies regionally important projects. The TAP supports the Transportation Policy Plan and goes further to identify projects, some with regional impacts, which are important to the City of Minneapolis. Identification of some projects in the TAP may be incorporated into the Transportation Policy Plan in the future, in either the fiscally constrained portion or an increased revenue scenario.

Metro Transit Network Next

Metro Transit is an operating division of the Metropolitan Council and is the regional transit agency that operates most, but not all, of the transit service in Minneapolis.[25] Metro Transit is currently developing a plan to guide the expansion of the regional bus network, called Network Next, and will develop a prioritized vision for the bus network of 2040, including the local and express bus network, arterial bus rapid transit network and service quality investments like speed and reliability improvements and customer facilities.

The transit strategies and actions have been developed in coordination with Metro Transit and will be coordinated with the Network Next effort.

Minneapolis ADA Transition Plan for Public Works

The Minneapolis Americans with Disabilities Act (ADA) Transition Plan for Public Works details how the City complies with the 1990 Americans with Disabilities Act. The TAP works in tandem with the ADA Plan; as such, all projects and programs identified in the TAP will comply with the ADA. This plan goes further in identifying ways the City can create greater access through improvements to our transportation network.

20 Year Streets Funding Plan

The 20 Year Streets Funding Plan (approved in 2016, updated in 2018) details the process and criteria for how the City selects street improvement projects for inclusion in the annual Capital Improvement Program. The 20 Year Street Funding Plan is not superseded by the TAP; rather, the TAP helps inform how we design and operate our streets, as well as identifies additional projects outside of the typical reconstruction process that are prioritized for development. The 20 Year Street Funding Plan significantly changed the way the City identifies projects for inclusion in the Capital Improvement Program: streets are selected based on a methodology that gives approximate equal weight to asset condition and equity considerations – both community demographics and uses and modes. The methodology developed for the 20 Year Street Funding Plan has influenced individual project selection in capital programs as well, such as the Pedestrian Safety and Sidewalk Gap programs. Building equity in as a core part as to where investment occurs in the city is critical for advancing citywide goals around racial and economic equity.

[25] Other transit service is provided by Minnesota Valley Transit Authority, SouthWest Transit and other transit providers that serve cities and counties in the region who opted-out of Metro Transit service.

STRATEGIC RACIAL EQUITY ACTION PLAN

The City's Strategic Racial Equity Action Plan articulates the mission that the City of Minneapolis government takes strategic action to address climate change, dismantle institutional injustice and close disparities in health, housing, public safety and economic opportunities. Equity and safety are two of the seven values of the Strategic Racial Equity Action Plan – shared values with two of the Transportation Action Plan goals. One of the eight goals of the Strategic Racial Equity Action Plan is Built Environment and Transportation, which is defined as the City prioritizing high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design. The Transportation Action Plan is how the City plans to uphold that goal over the next 10 years.

One of the four operational policies of the Strategic Racial Equity Action Plan is to engage diverse communities. The identified strategic need is to improve the capacity of appointed boards and commissions (ABCs) to advance the City's racial equity work. Specific for the work outlined in the TAP, a focus on the committees that directly work with Public Works on advancing transportation projects – the Pedestrian Advisory Committee and Bicycle Advisory Committee – is important. Strategies and actions to address increasing engagement to advance racial equity work are outlined in the PROGRESS section of the TAP.

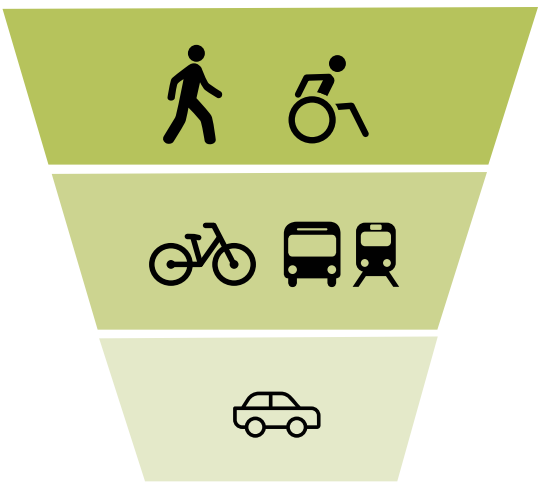
Policies that frame the Transportation Action Plan

In addition to the Minneapolis 2040 Plan, two key transportation policies help direct the goals, strategies and actions of the TAP. The Complete Streets Policy and Vision Zero Policy provide key guidance to frame all the work detailed in the TAP.

COMPLETE STREETS POLICY

The City of Minneapolis adopted a Complete Streets Policy in May, 2016. The Policy establishes a modal hierarchy that holds throughout all phases of planning, design, construction and operations of our streets. The TAP proposes to update the Complete Streets Policy *(see Street Operations Action 1.1)* to reflect greater nuance in prioritization to accommodate the complexity of our streets. Thus far, this hierarchy has proved helpful within and outside of city government to explain and guide our work. The role of freight, new mobility options, storage of vehicles and stormwater management will be reflected in the updated Complete Streets Policy.

Figure 9: Complete Streets hierarchy



VISION ZERO MINNEAPOLIS

VISION ZERO

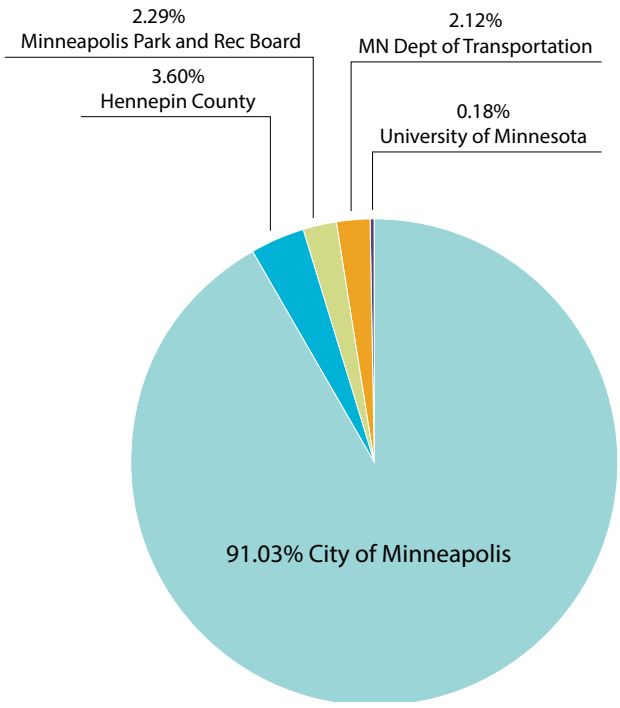
In 2017, the City adopted a Vision Zero Policy that committed to ending fatal and severe injuries on our streets within 10 years. This steadfast commitment to safety permeates throughout our plan; the work we do aims to reach Vision Zero and focus on those who are disproportionately impacted by traffic crashes (e.g., those walking, biking, Native Americans and those in ACP50 areas - areas of concentrated poverty with the majority of residents people of color).

Key partnerships

AGENCY PARTNERSHIPS

The City cannot reach our goals without the support of other key agencies who own, operate and manage streets within the city. Hennepin County, the Minnesota Department of Transportation, the Minneapolis Park and Recreation Board and the University of Minnesota all hold critical roles in the way our streets function. We partner at both the project level and the system-wide planning level with these agencies. While the reach of the TAP covers all streets within the city regardless of ownership, we acknowledge the jurisdictional roles and responsibilities of our partners regarding their streets.

Figure 10: Roadway jurisdiction



Source: Minneapolis Public Works, 2019

Hennepin County owns 85 miles of arterials within city boundaries, including some of our largest commercial corridors like
Lake Street,
Lowry Avenue,
parts of
Lyndale Avenue and
West Broadway.

The **Navy** owns about 1.5 miles of streets near the southern border of the city, though they are restricted for private use.

The **Minnesota Department of Transportation** owns and operates 15 miles of state highways in Minneapolis and 30 miles of interstates, including 394, 94, and 35W.

Notable Minnesota Department of Transportation state highways include Central Avenue, Hiawatha Avenue, Olson Memorial Highway and University Ave NE.

The Minneapolis Park and Recreation Board (MPRB) owns and operates 55 miles of parkways within city boundaries.

These include most of the streets and trails along the lakes, river and creek, along with Kings Highway and other parkways like Saint Anthony Parkway, Minnehaha Parkway and parts of East River Parkway.

The **University of Minnesota** owns and operates just over four miles of streets within city boundaries.

These include Pillsbury Drive SE, Delaware Street SE, Church Street SE,
23rd Avenue SE, Harvard Street SE, Walnut Street SE,
6th Street SE,
5th Street SE,
Beacon Street,
East River Road,
2nd Street S,
5th St S,
Union Street SE, 21st Avenue S and the University of Minnesota Transitway.

Figure 11: Minnesota Department of Transportation state highway within Minneapolis

ORGANIZATION, INDUSTRY AND COMMUNITY PARTNERSHIPS

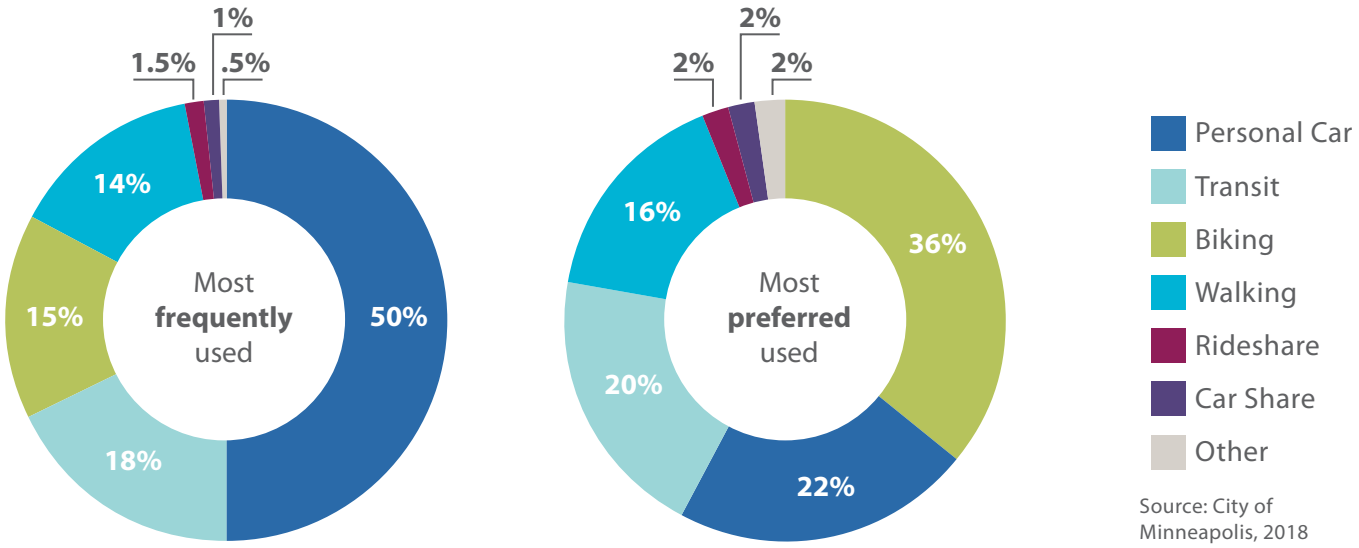
In addition to the agencies listed, the City has several key organizational, industry and business partnerships that will support us in achieving the strategies and actions outlined in this plan.

- Metro Transit is the operator of the regional transit system and delivered the transit service for 80.6 million trips systemwide in 2018, or an average of over 220,000 each day. They are a key partner in reaching our transportation vision in Minneapolis.
- Mobility providers – suburban transit providers, private ride-hailing companies and shared-micromobility companies are all partners in offering non-single occupancy travel options. These service providers offer new mobility options that promote equity and improve mobility, while transitioning dependency from the private car.
- The Twin Cities Shared Mobility Collaborative focuses on regionally advancing shared mobility and is a partner in advancing new mobility options.
- Philanthropic foundations are partners in our pursuit of data-driven decision-making and regional and national collaboration, particularly in the strategies and actions related to inviting new technology and advancing transportation options.
- Private industry, including freight shippers and business owners, are key partners for many of our freight strategies and actions.
- Private property owners and building managers are partners for maintaining and improving our pedestrian network, particularly when it comes to winter maintenance. They are also partners in coordinating improved freight deliveries. Private developers and the Department of Community Planning and Economic Development are key partners related to implementing private sector related improvements through the development review process and other land use related strategies and actions.
- The University of Minnesota and other research institutions are key partners for freight and other data or research related partnerships.

How people move in Minneapolis

We surveyed over 5,000 people during the summer of 2018 to ask how they most often travel and how they would prefer to travel. What we heard was that half typically travel by car (50%), but many of those same people would prefer to travel more by biking (36%) and transit (22%). Every category (transit, biking, walking, rideshare, car share and other) saw an increase in desired travel mode versus current way of travel except for the private car.

Figure 12: How I travel vs. how I want to travel



Source: City of Minneapolis, 2018

The City has several policies that aim to provide people with a wide variety of transportation options that are safe, sustainable, convenient and accessible. This includes Minneapolis 2040, our Complete Streets Policy, our Climate Action Plan and our Vision Zero Policy. One of the commonalities between these plans and associated policies is that they all aim to reduce the number of trips that people take in single occupancy vehicles.

Trends from various sources show that we are making progress toward reducing single occupancy vehicle trips. Despite a growth in population we have managed to keep the number of vehicle miles traveled at the same level, which shows that people are driving less per capita.[26] Based on our annual bicycle and pedestrian counts we have seen steady increases at our count locations over the past 10 years.[27] From census data we can see that younger generations are driving less than older generations.[28]

While there is reason to celebrate these trends, the pace at which people are reducing their driving is far too slow to reach our goals.

[26] Between 2008 and 2018 the annual VMT in Minneapolis decreased from 2.44 billion miles to 2.37 billion miles. In the same time, the annual VMT per capita decreased from 7,189 miles to 5,567 miles. Source: Minnesota Department of Transportation Traffic Data Reports. During this time frame population increased from about 384,000 to over 425,000.

[27] Walking and Biking in Numbers

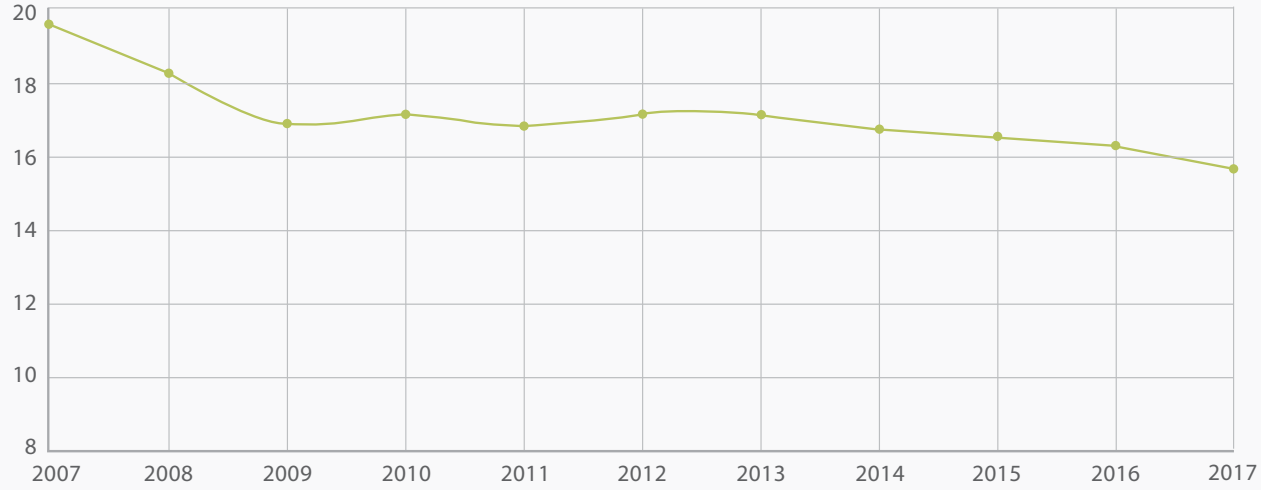
[28] Means of Transportation to Work by Select Characteristics, U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates

A SNAPSHOT IN TIME: OUR STARTING POINT FOR TRAVEL TRENDS IN MINNEAPOLIS

People are driving less

In the last decade the average number of miles driven per person each day has decreased by about three miles.

Figure 13: Average daily vehicle miles traveled per person in Minneapolis

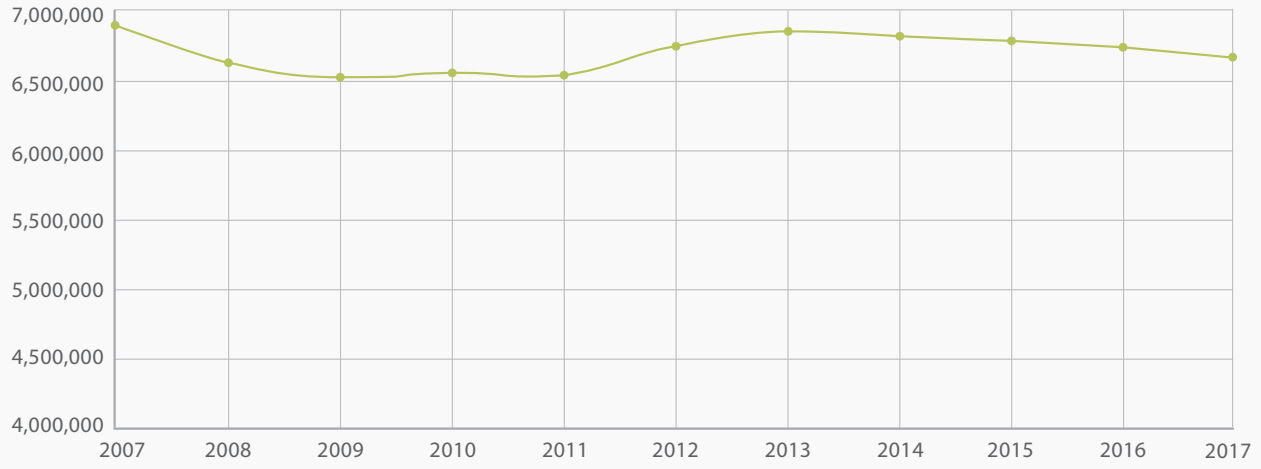


Source: Minnesota Department of Transportation Traffic Data Reports, 2007-2017

Despite a rise in population, total vehicle miles traveled has stayed relatively constant

Between 2010 and 2018 Minneapolis saw an increase of over 35,000 people.[29] Despite this growth in population, the total amount of vehicle miles traveled remains fairly constant.[30]

Figure 14: Average daily vehicle miles traveled



Source: Minnesota Department of Transportation Traffic Data Reports, 2007-2017

[29] Demographic and Housing Estimates, U.S. Census Bureau, 2010 and 2018 American Community Survey 1-Year Estimates

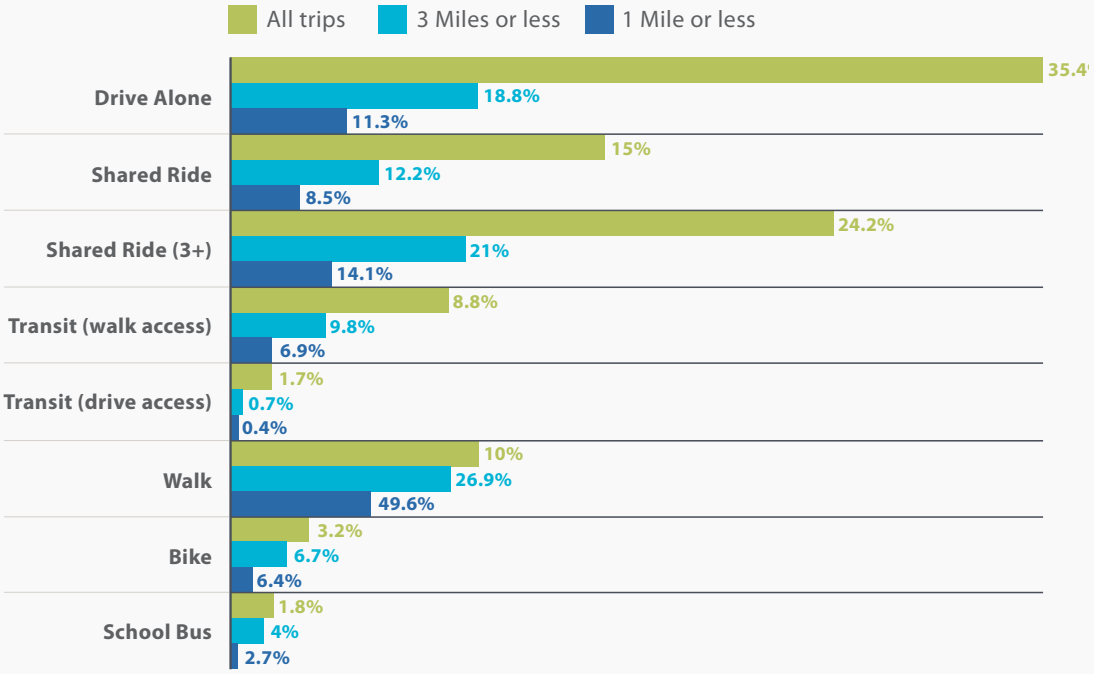
[30] Minnesota Department of Transportation, Roadway Data, VMT by Route System in each City within each County (2001-2014, 2016-2018)

A SNAPSHOT IN TIME: OUR STARTING POINT FOR TRAVEL TRENDS IN MINNEAPOLIS

People are more likely to walk, bike or take transit for shorter trips

The Metropolitan Council maintains a regional travel demand model. According to the model, for trips less than one mile people choose to walk 46% of the time and drive 16% of the time.[31]

Figure 15: Minneapolis trips beginning and/or ending in Minneapolis

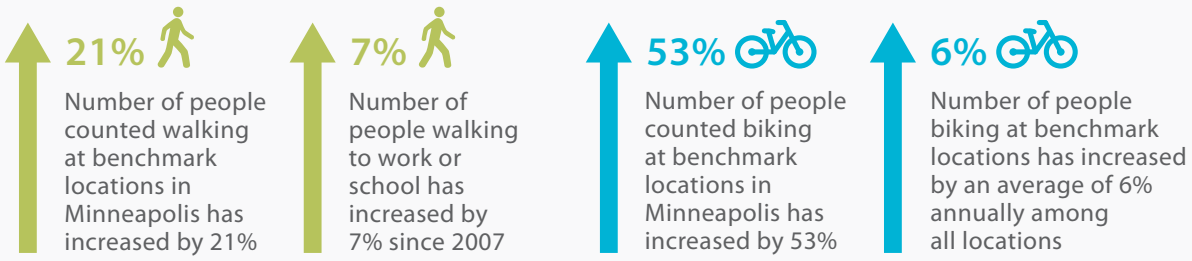


Source: Metropolitan Council Regional Travel Demand Model, 2015 Base Scenario

People are walking and biking more

The City has been collecting information about the number of people walking and biking at 30 benchmark locations since 2007. While the mode share for bicycling and walking stayed relatively constant over this period,[32] these counts show that the number of people walking and biking in Minneapolis has steadily risen over this period.

Figure 16: People walking vs. biking



Source: Walking and Biking in Numbers

[31] Metropolitan Council Regional Travel Demand Model, 2015 Scenario

[32] 2010 and 2018 and American Community Survey 5-Year Estimates

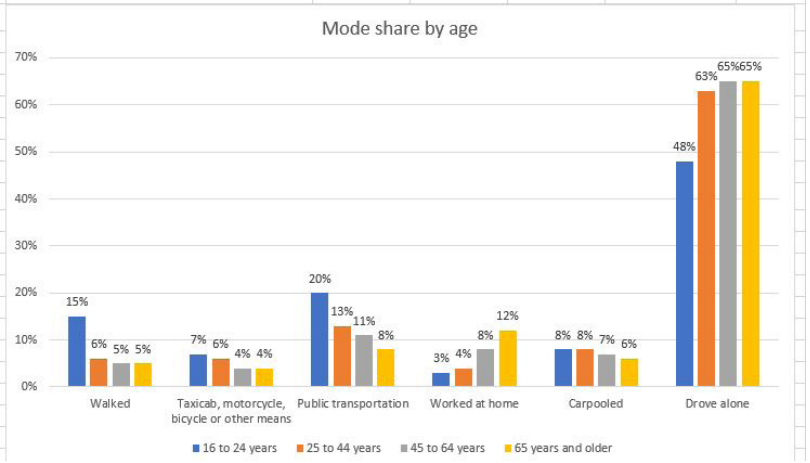
A SNAPSHOT IN TIME: OUR STARTING POINT FOR TRAVEL TRENDS IN MINNEAPOLIS

Commute to work changes by age

According to the U.S. Census Bureau clear trends are seen connecting age and commute to work preferences. Younger workers more likely to travel to work by means other than driving alone. The likelihood of walking, taking a taxi, motorcycle, bicycle or other means, using public transit, or carpooling all decline with age, while the likelihood of working at home or driving alone to work all increase with age.[33]

Figure 17: Commute travel mode by age, Minneapolis residents

	16 to 24 years	25 to 44 years	45 to 64 years	65 years and older
Walked	15%	6%	5%	5%
Taxicab, motorcycle, bicycle or other means	7%	6%	4%	4%
Public transportation	20%	13%	11%	8%
Worked at home	3%	4%	8%	12%
Carpooled	8%	8%	7%	6%
Drove alone	48%	63%	65%	65%

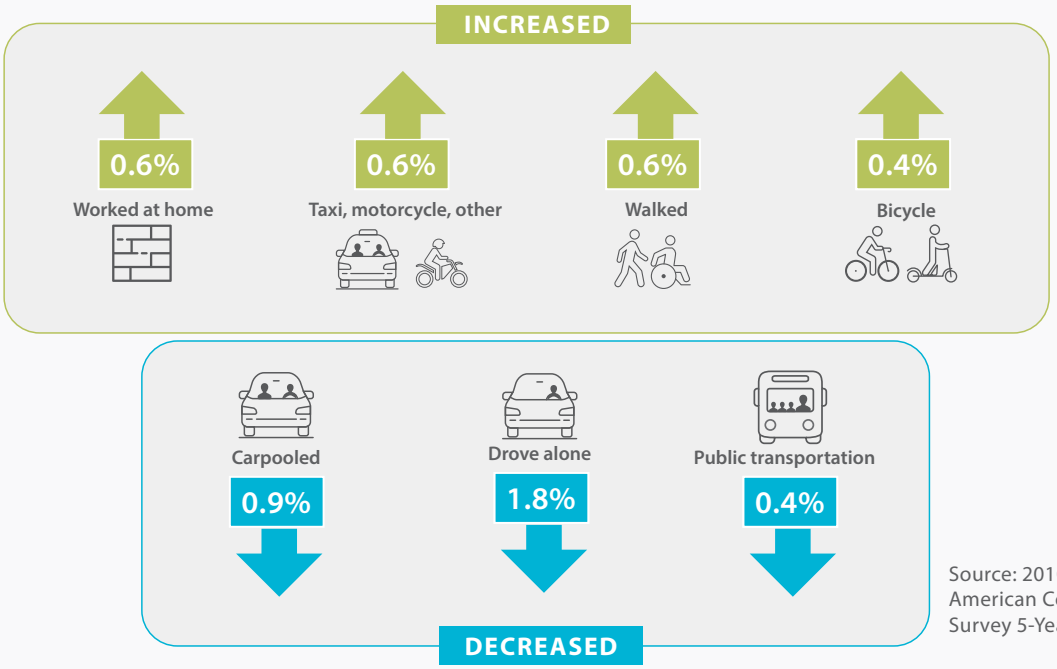


Source: 2018 American Community Survey 5-Year Estimates

Overall commute mode share has remained fairly constant

Between 2010 and 2018 the commute mode share to work stayed relatively constant.[34] While there was a slight decline in driving alone to work (-1.3%) and carpooling to work (-0.2%), there hasn't been a substantial shift in the way people get around.

Figure 18: Driving to work alone vs. carpooling to work



Source: 2010 and 2018 American Community Survey 5-Year Estimates

[33] Means of Transportation to Work by Select Characteristics, U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates

[34] American Community Survey 1-Year Estimates.