



PROGRESS

Making and monitoring progress on the action plan

MAKING PROGRESS

The Progress section has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. Additionally, an implementation framework outlines the ways we will measure progress made on the actions articulated throughout the plan.

PROGRESS STRATEGIES AND ACTIONS

Three strategies and associated actions in the Progress section outline the ways in which the transportation work of the City will evolve over the next 10 years from a systems-level approach. The strategies cover developing a racial equity framework, using engagement to build trust in the community and achieve better outcomes, and evaluating our projects to ensure we are meeting the goals outlined in this plan and serving the public.

These strategies also acknowledge the moment we are in as individuals, as a city, and as a nation as we grapple with the compounding impacts of both COVID-19 and the pursuit of racial justice. By including these three strategies in the Transportation Action Plan, we hope to use transportation as way to bring opportunity, help repair, and create a stronger Minneapolis over the next decade.

IMPLEMENTATION FRAMEWORK

The strategies and actions are followed by an implementation framework that will be used to measure and report on progress over the life of the plan.



PROGRESS STRATEGIES

- 1** Implement a racial equity framework for transportation.
- 2** Build trust and achieve greater outcomes through equitable engagement.
- 3** Create transparent and accountable measures for evaluation of plans, programs and projects.





STRATEGY 1

Implement a racial equity framework for transportation.

The City of Minneapolis defines equity as fair and just opportunities and outcomes for all people, and defines racial equity 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.⁶⁹ Work to define equity specific to transportation was advanced through the planning efforts of the 20 Year Streets Funding Plan (2016) and has been an on-going conversation and guiding force for transportation work in the City since that time.

In July 2020 the Minneapolis City Council declared racism a public health emergency.⁷⁰ The related resolution outlines citywide goals related to reversing hundreds of years of racist policies and practices in the city. The work will permeate throughout the enterprise; the work in our streets of planning, designing and building projects is a part of building an active, anti-racist culture in the City of Minneapolis.

Developing a racial equity framework for transportation will bring together pieces of work that already exist and bring new approaches related to goals, metrics, engagement and evaluation into one framework. Existing work to inform the framework include the Strategic Racial Equity Action Plan, Minneapolis 2040, Blueprint for Equitable Engagement, 20 Year Streets Funding Plan, and other parts of the Transportation Action Plan. The framework will be developed in partnership with community.

⁶⁹ City of Minneapolis Division of Race and Equity.

⁷⁰ Racism as a public health emergency legislative file.

ACTIONS

Actions to implement a racial equity framework for transportation.

Actions	Supports	Difficulty
<p>DO ACTION 1.1 2020-2023 (YEARS 0-3)</p> <p>Create a racial equity framework to tie the transportation work of Public Works to citywide efforts of eliminating racism and achieving racial equity; use the framework to guide the engagement and evaluation work of transportation plans, programs and projects.</p>	Equity	Medium
<p>DO ACTION 1.2 2020-2023 (YEARS 0-3)</p> <p>Develop the racial equity framework with support and in collaboration with Minneapolis’s Black, Indigenous, and people of color communities and the Division of Race and Equity.</p>	Equity, Active partnerships	Medium
<p>DO ACTION 1.3 2020-2023 (YEARS 0-3)</p> <p>Define and set racial equity goals relative to transportation, building from City Council’s definition of racial equity, City’s Strategic Racial Equity Action Plan and the methodology of the 20 Year Streets Funding Plan.</p>	Equity	Low
<p>DO ACTION 1.4 2020-2023 (YEARS 0-3)</p> <p>Include acknowledgment of historic harms and transportation inequities in racial equity framework.</p>	Equity, Prosperity	Low
<p>DO ACTION 1.5 2020-2023 (YEARS 0-3)</p> <p>Re-evaluate the use of the previous regional focus on areas of concentrated poverty with majority people of color (ACP50) areas as it relates to equity and transportation.</p>	Equity, Prosperity	Low
<p>DO ACTION 1.6 2024-2027 (YEARS 4-7)</p> <p>Update metrics in the Transportation Action Plan to reflect a more nuanced approach to regional equity considerations that better reflect the updated regional approach as defined by the Metropolitan Council and racial equity framework.</p>	Equity, Prosperity	Low

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ACTIONS (continued)

Actions to implement a racial equity framework for transportation.

Actions	Supports	Difficulty
<p>DO ACTION 1.7 2024-2027 (YEARS 4-7) Adjust or reconfirm the methodology to the All Ages and Abilities Network and the Pedestrian Priority Network in the Transportation Action Plan to reflect updated approach to equity and transportation as defined in Progress Action 1.1.</p>	Equity, Mobility	Low
<p>DO ACTION 1.8 2020-2023 (YEARS 0-3) Update criteria used in the 20 Year Street Funding Plan to reflect a more nuanced approach to regional equity considerations to better reflect the regional approach as defined by the Metropolitan Council and the racial equity framework developed in Progress Action 1.1.</p>	Equity, Prosperity	Medium
<p>DO ACTION 1.9 2020-2023 (YEARS 0-3) Continue to advocate for the Metropolitan Council to more explicitly invest and award projects to promote racial equity within the Regional Solicitation framework and project selection process.</p>	Equity, Active partnerships	Low

STRATEGY 2

Build trust and achieve greater outcomes through equitable engagement.

Achieving the goals of the Transportation Action Plan requires using public engagement to build trust and leverage relationships for greater outcomes. Being intentional with the desire to want to build trust, deepen connections in the community, and create outcomes that resonate with people in the city who use the projects is an important piece of the work. We understand that connecting with those who may not have literacy in typical government engagement and processes, are burdened from a time, mental or physical barrier to participate, or those who do not see the importance of our work relative to other more pressing needs around housing, food, safety and health can create a disconnect between our projects and our goals.

By taking a closer look at the engagement practices and strategies employed with transportation projects and focusing on using engagement to advance racial equity, we can build capacity within the community to better serve community needs, foster partnerships and create opportunities for on-going feedback. The intent of engaging more diverse voices during project development is to achieve better outcomes, as we serve more needs through our transportation projects.



ACTIONS

Actions to build trust and achieve greater outcomes through equitable engagement.

Actions	Supports	Difficulty
<p>DO ACTION 2.1 2020-2023 (YEARS 0-3); ON-GOING Deepen the partnerships with other City departments, including the Health Department, Neighborhood and Community Relations, and Community Planning and Economic Development, to build internal capacity and better understand the intersecting goals of each department’s work with communities; advance key intersecting goals around racial equity, outcomes in public health, public safety, transportation and mobility, and climate change and resiliency.</p>	Equity, Active partnerships	Low
<p>DO ACTION 2.2 2020-2023 (YEARS 0-3) Develop parameters and accountability measures for inclusive community outreach and engagement.</p>	Equity, Active partnerships	Low
<p>DO ACTION 2.3 2020-2023 (YEARS 0-3); ON-GOING Increase opportunities to partner with communities through contracting to deepen the outreach related to transportation plans, programs and projects.</p>	Equity, Active partnerships	Medium
<p>DO ACTION 2.4 2020-2023 (YEARS 0-3); ON-GOING Utilize outreach strategies that engage the most vulnerable of impacted community stakeholders.</p>	Equity, Active partnerships	Medium
<p>DO ACTION 2.5 2020-2023 (YEARS 0-3); ON-GOING Implement an engagement approach that deepens community knowledge of transportation, by focusing on non-project specific relationship building with community and includes feedback with stakeholders post-project implementation.</p>	Equity, Active partnerships	High
<p>DO ACTION 2.6 2020-2023 (YEARS 0-3); ON-GOING Support the work of All Boards and Commissions and the Division of Race and Equity to advance the Strategic Racial Equity Action Plan’s operational priority of engaging diverse communities by continuing to focus on diversifying the Pedestrian Advisory Committee and Bicycle Advisory Committee.</p>	Equity, Active partnerships	Medium



STRATEGY 3

Create transparent and accountable measures for evaluation of plans, programs and projects.

Evaluation is a critical part of understanding the impacts of our work. Project processes and outcomes can both be evaluated. Building from our existing evaluation practices, this strategy outlines ways to better ensure we are using metrics that matter to people who are impacted by our work. Having robust and relevant evaluation measures allows the City to better align programmatic level resources to positively impact the people served by transportation projects.

ACTIONS

Actions to create transparent and accountable measures for evaluation of plans, programs and projects.

Actions	Supports	Difficulty
<p>DO ACTION 3.1 <i>2020-2023 (YEARS 0-3); ON-GOING</i> Continue to evaluate street improvement projects in the Capital Improvement Plan to be able to show cumulative effects of street projects on outcomes related to safety, equity and mobility.</p>	<p>Safety, Equity, Mobility</p>	<p>High</p>
<p>DO ACTION 3.2 <i>2020-2023 (YEARS 0-3); ON-GOING</i> Continue to refine and measure the impact of capital programs on achieving safety, equity and mobility goals.</p>	<p>Safety, Equity, Mobility</p>	<p>Medium</p>
<p>DO ACTION 3.3 <i>2024-2027 (YEARS 4-7); ON-GOING</i> Develop a process to gather feedback from communities after a project has been implemented, to develop qualitative, community-based metrics to reflect how well project process and outcomes improve equity in the eyes of those impacted; integrate these metrics into existing evaluation program.</p>	<p>Equity, Mobility, Active partnerships</p>	<p>High</p>
<p>DO ACTION 3.4 <i>2020-2023 (YEARS 0-3); ON-GOING</i> Continue to partner and advocate for research to most accurately reflect equity-related outcomes of the transportation network and systems investment in Minneapolis; use research to adjust approach to delivering projects and planning for transportation in the city.</p>	<p>Safety, Equity, Mobility, Active partnerships</p>	<p>Medium</p>
<p>DO ACTION 3.5 <i>2020-2023 (YEARS 0-3); ON-GOING</i> Report on the five tracking indicators and five key metrics identified in the Progress section of the Transportation Action Plan every two years.</p>	<p>Climate, Safety, Equity, Prosperity, Mobility, Active partnerships</p>	<p>Low</p>

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.

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.

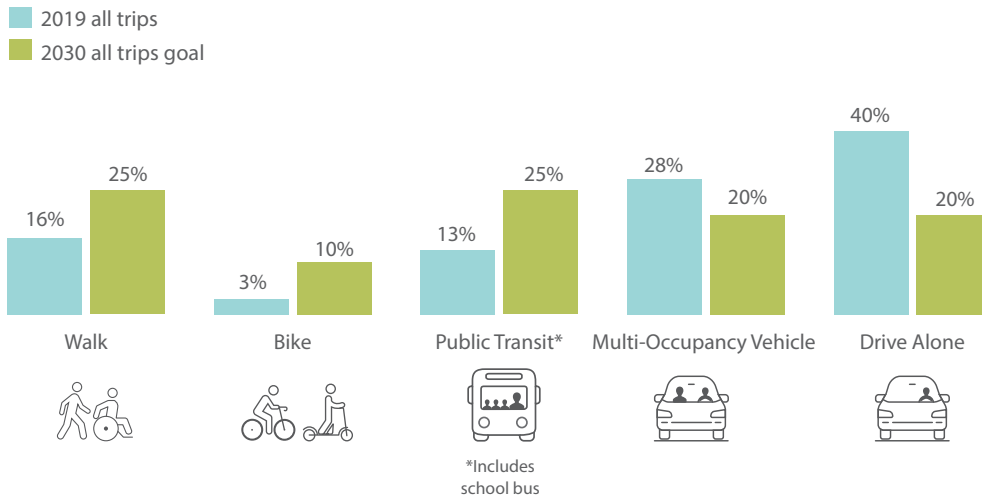
All the tracking indicators work toward a more inclusive transportation system that has equity at its core – by shifting people into more sustainable and affordable modes, protecting our most vulnerable street users, reducing pollution, connecting people to frequent and reliable transit and reducing 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.⁷¹

⁷¹ [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 40% of all trips in Minneapolis.⁷² 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.

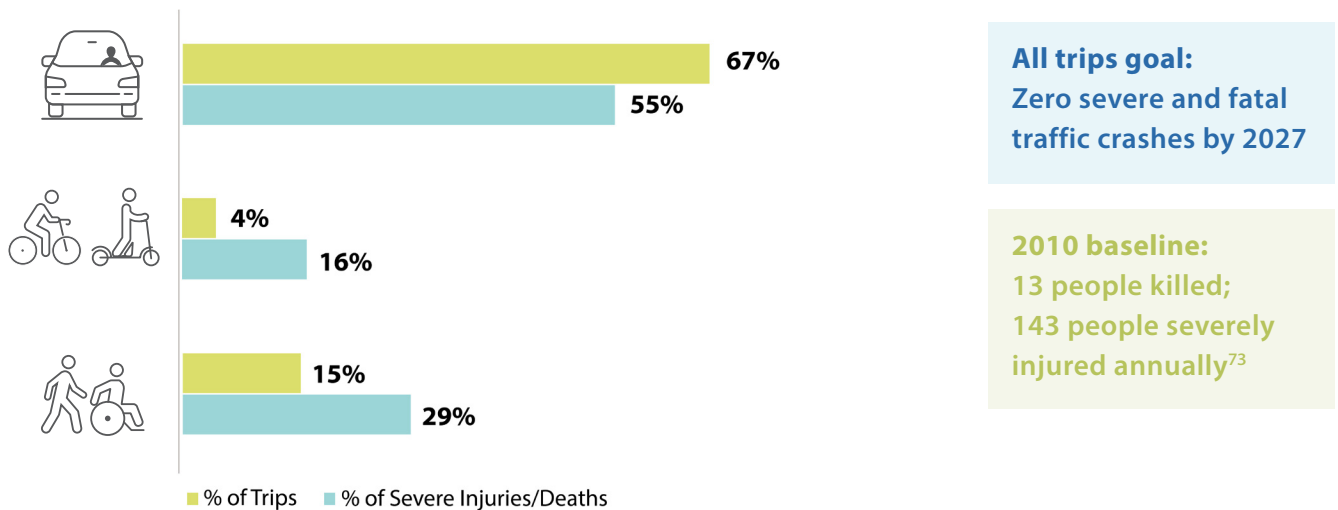
Figure 163: Comparison of trips



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 164: 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.

⁷² Metropolitan Council, Travel Behavior Inventory, 2019.

⁷³ 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.

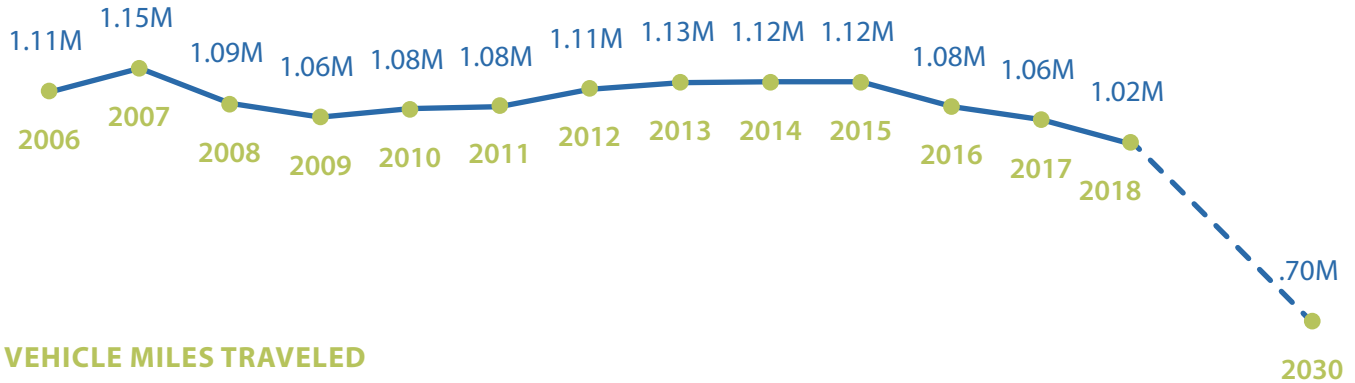
GREENHOUSE GAS EMISSIONS FROM THE TRANSPORTATION SECTOR

As of 2018, the transportation sector accounted for 24% of greenhouse gas emissions in Minneapolis.⁷⁴ 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 165: Greenhouse gas emissions (metric tons) from transportation sector historically and projected to reach City's goal



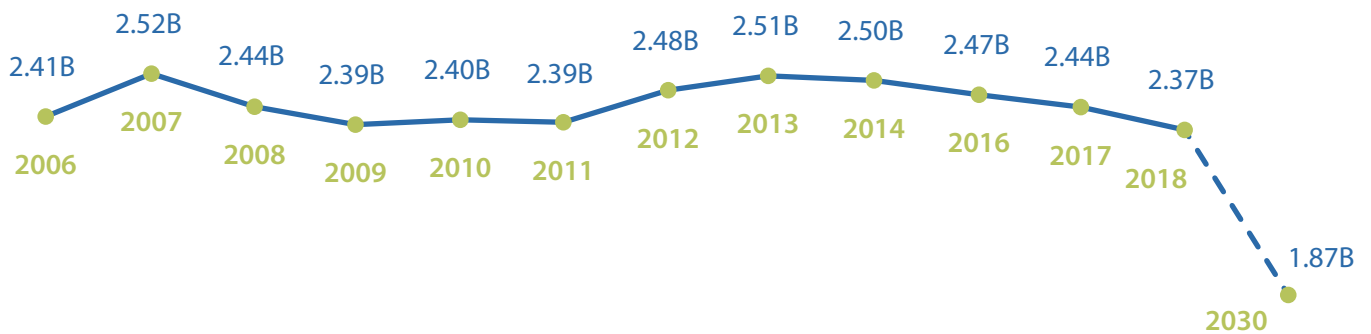
VEHICLE MILES TRAVELED

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.⁷⁵ 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 2030.⁷⁶

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 166: Vehicle miles traveled historically and projected forward



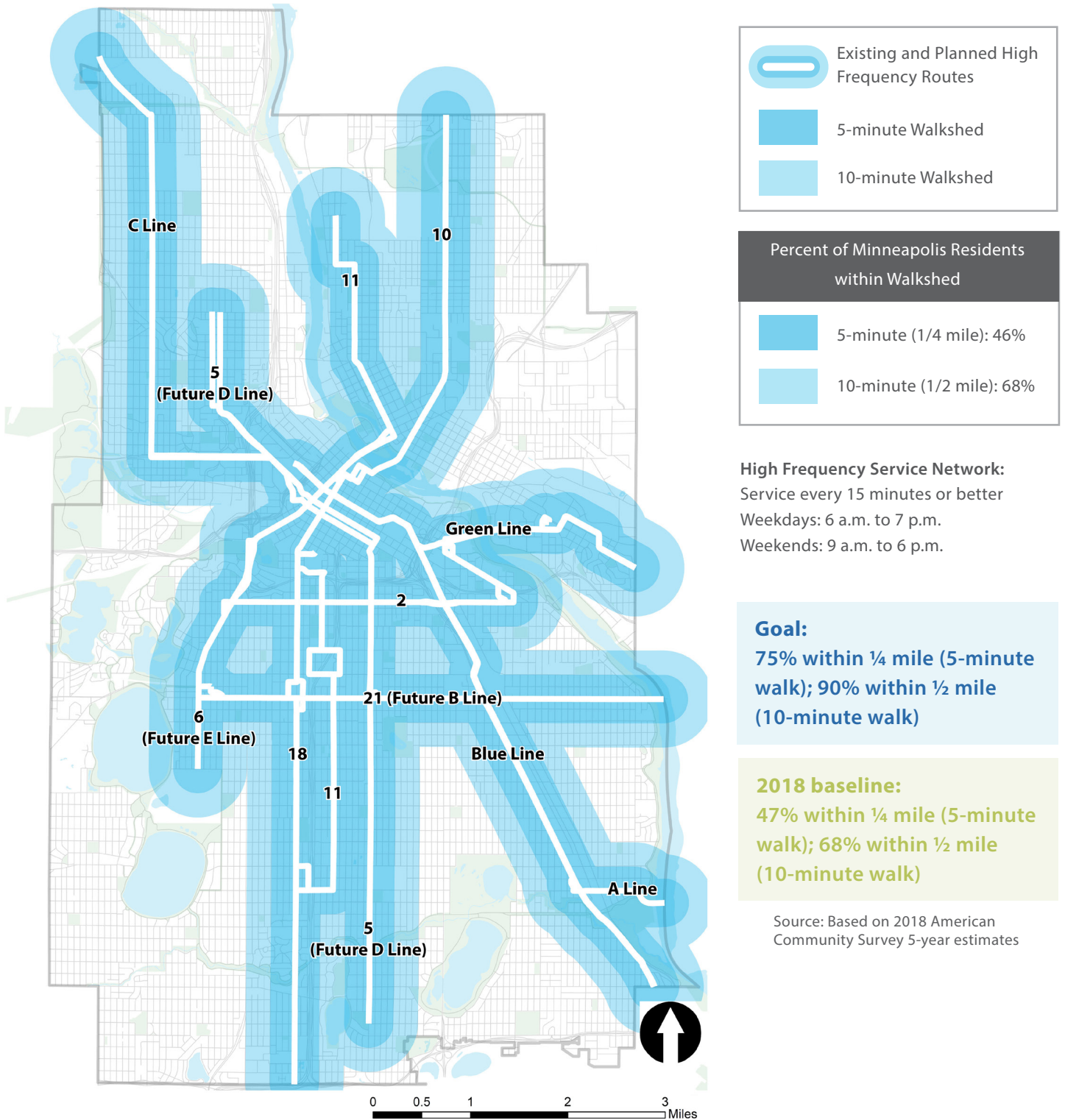
⁷⁴ Citywide Greenhouse Gas Emissions Inventory (2018)

⁷⁵ 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.

⁷⁶ 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 167: 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 56 strategies and 304 actions across 7 topic areas and 3 strategies and 20 actions in the Progress section of 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.

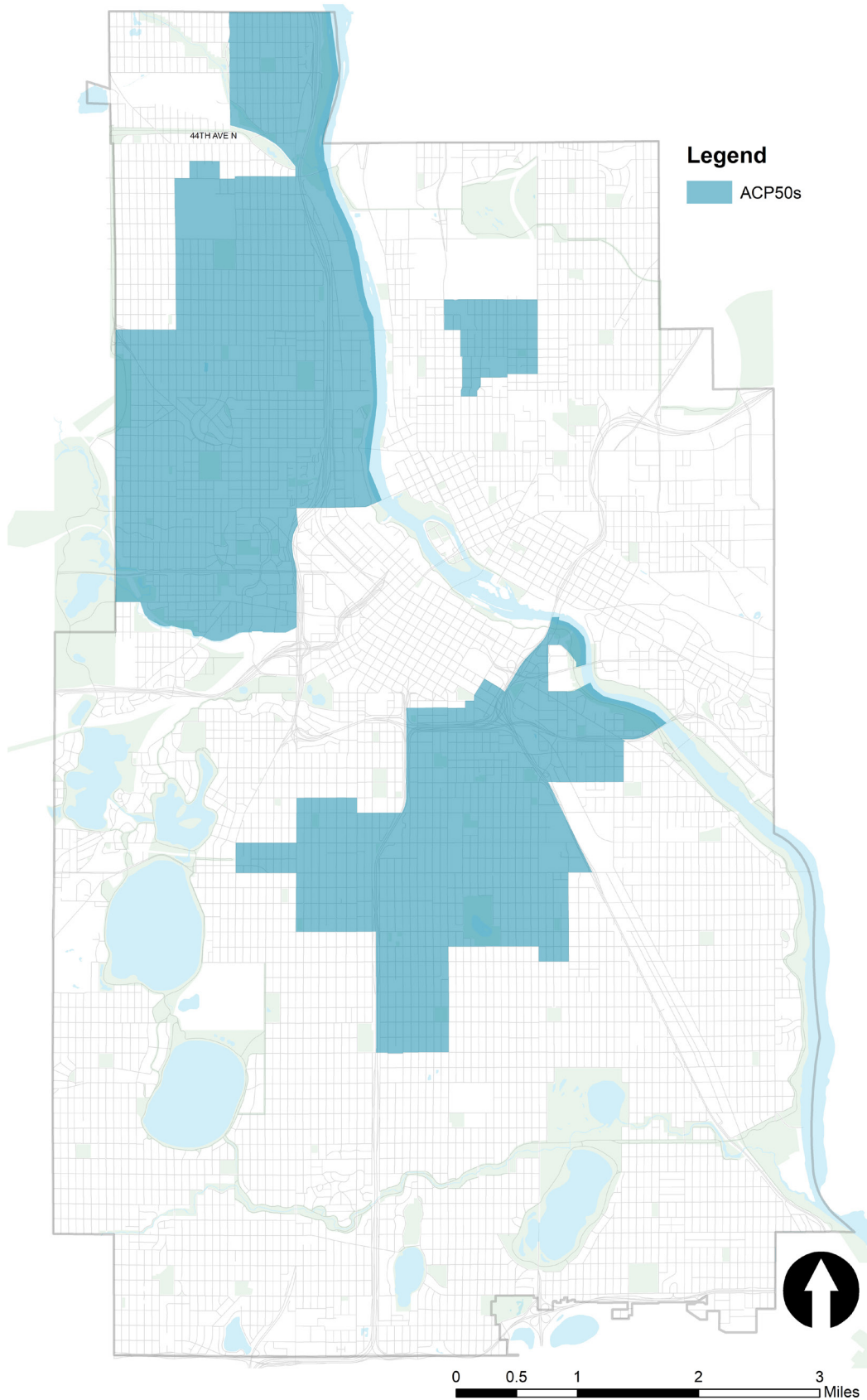
PEDESTRIAN IMPROVEMENTS

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 168: 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, 286 miles

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

The All Ages and Abilities Network consists of 286 miles. The goal is to complete the entire buildout of this network by 2030. 146 miles of this network already exist and 141 miles needs to be built, some of which will be upgrades from existing striped bike lanes⁷⁷.

NUMBER OF TRANSIT PRIORITY PROJECTS IMPLEMENTED

Goal: All 25 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 identified 25 corridors for transit priority projects, including:

Bus-only lanes and/or transit advantages on 7 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
- 12th Street South between I35-W and Marquette Avenue South

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 15 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 Ave/Broadway Street NE – 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
- Xerxes Ave to 46th Street Station - traveling along 50th Street W, Bryant Ave S, 46th St E, Cedar Ave, 42nd St E, 28th Ave S, 46th St E
- 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
- Glenwood Ave/Penn Ave - N 10th St to Olson Memorial Highway

⁷⁷ The actual lane miles of existing bikeways is 145.58 miles and was rounded to 146. The actual lane miles of planned is 140.59 miles and was rounded to 141. The sum of actual lane mileage of existing and planned bikeways is 286.17 and was rounded to 286.