

#gompls

# Phase III Engagement Summary

Minneapolis Transportation Action Plan | Department of Public Works | November 2020

Minneapolis Public Works conducted engagement on the draft Minneapolis Transportation Action Plan after its release on March 9, 2020 to solicit feedback on the strategies and actions in the plan to guide transportation decisions over the next 10 years. Phase III engagement built off the framework set by the Minneapolis 2040 Comprehensive Plan (2016–2018), Phase I (2018) and Phase II (2019) engagement activities. The Phase III Engagement Summary includes feedback received from activities conducted between March and August 2020.

## PHASE III FEEDBACK IN CONTEXT

Feedback received in Phase III was used to make adjustments to the final plan. Phase III engagement included additional equity-focused conversations with select community organizations in August 2020.



Over <b>1,700</b> comments	Over <b>150</b> unique commenters on the website & <b>400</b> emails
<b>431</b> participants in open houses online and in person	#gompls posts reached <b>40,269</b> people on Twitter and <b>9,500</b> people on Facebook



## GENERAL COMMENT THEMES



Climate

There was more general support expressed than opposition to the plan; 82% (294) of the 358 total general comments supported the TAP. Commenters commended the strong vision, actions and strategies in the plan, while offering specific suggestions for improvement across all areas of the plan.



Safety

Many general comments on the draft plan focused on impacts of transportation related to climate. While most comments stated support for the direction of the plan, there were a number of comments that wanted the plan to go farther in terms of addressing climate change. Over 85% of the 250+ comments that addressed climate shared their opinion that the TAP should be drafted around a city-wide carbon neutrality goal by 2050.

- *The draft plan was based on an 80% reduction by 2050. This goal was set by the City's Climate Action Plan and reinforced in Minneapolis 2040. Climate trends will likely require the City to take an even more aggressive stance on carbon emissions during the next 10 years, and we will update this plan to reflect future goals on carbon neutrality.*



Equity

There was broad support for setting a mode shift goal to have 3 of every 5 trips made by walking, bicycling or transit by 2030. An extensive number of comments called for the City to be more aggressive with this goal. The importance of winter maintenance for walking and biking was noted as being key to reach this goal.

- *The final plan keeps the same mode share goal as the draft. We received updated data (2019 vs 2010 in draft plan) from the Metropolitan Council which showed little change from 2010; 3 of 5 trips made by walking, bicycling or transit remains an ambitious yet realistic goal over the next 10 years.*



Prosperity



Mobility

Several people made comments on the plan's connection to equity. The majority of comments expressed support of the plan's ability to improve racial and economic equity outcomes in the city, while a few commenters thought the planned approach to winter maintenance and not doing more to discourage driving did not do enough to advance the equity goal. Several commenters voiced concern for equity; though they recognized the draft plan addressed it, they wanted to see more of a focus on low-cost, quick changes to our streets, greater access to safe places to walk, bike and take transit, and better transit.

- *The Progress section of the TAP was expanded to include three strategies and related actions to more explicitly address equity through the creation of a racial equity framework and a focus on engagement and evaluation.*



Active Partnerships

***"Climate change is the #1 most important issue of our lifetimes. We need to make radical changes to our energy and transportation systems rapidly if we are to avert catastrophic environmental destruction. Let's do our part as citizens of this great city!"***

***"This plan will go a long way toward clean air in our cities; transportation equity for people of all walks of life, and help for a growing climate crisis."***

***"I support re-prioritizing what modes of transportation we emphasize - centering on low income and disability populations and improving transportation for them."***

## WALKING COMMENT THEMES



**366 comments received. Approximately three-quarters (276 comments) were generally supportive, 83 comments were neutral/mixed and 7 comments were generally opposed.**

About one-quarter of commenters noted the importance of improving winter maintenance practices in the city, and many conveyed that the proposed actions within Strategy 4 should include additional consideration of a sidewalk snow and ice clearing program led by the City.

- *Two new actions were added to **Pedestrian Strategy 4: Improve winter walking and rolling:***
  - » *4.9: Evaluate corner clearing program and pedestrian pushbutton design guidance to improve approach to better clear snow and ice adjacent to pedestrian pushbuttons.*
  - » *4.10: Conduct review of Pedestrian and Bicycle Winter Maintenance Study on a biennial basis to review and suggest changes to City-led snow and ice clearing.*

Many commenters suggested additions to the proposed Pedestrian Priority Network, including extending connections to parks, schools and along corridors in need of pedestrian improvements

- *Proposed changes to the Pedestrian Priority Network were evaluated based on network criteria, including access over major barriers, connections to high-frequency transit and destinations, and alignment with future land use and corridor plans. Over fifteen miles of streets were added to the Pedestrian Priority Network as a result of this evaluation.*

There was support for increasing lighting within the city to better illuminate street crossings, trails and sidewalks as well as the need to balance light levels and design to avoid contributing to light pollution.

- *No change was made to the plan based on this comment theme as majority of comments supported plan direction. Feedback received will be used to inform a planned update to the Street Lighting Policy.*

There was an overall emphasis on the importance of providing a safe, accessible and welcoming pedestrian network year-round on all streets and pedestrian corridors within Minneapolis.

- *No change was made to the plan based on this comment theme as majority of comments supported plan direction.*

# Walking

***“I think that winter sidewalk clearing should receive a lot of attention as an area for innovation. I support this action and want it to be strengthened to enable the City move faster to ensure safe, equitable access to walking in winter.”***







## BICYCLING COMMENT THEMES

**444 comments received. 134 of them were related to the All Ages and Abilities Network. Of the comments on bicycling, 208 comments were generally supportive, 74 comments were neutral/mixed and 28 comments were generally opposed.**

Most of the concerns about the bicycling topic were in the spirit of wanting to improve existing conditions for bicycling in Minneapolis. Often the concerns would be addressed by implementing the plan, particularly by building the All Ages and Abilities network.

- *No change in the plan was made based on this comment theme as the plan is to build the All Ages and Abilities network by 2030.*

There was significant support for the All Ages and Abilities network in general and a sense of urgency to have it built and the improvements to be high quality.

- *No change in the plan was made based on this comment theme.*

There was strong support for robust physical protection from motor vehicles. Specifically, people felt that bollards are not a robust enough form of physical protection. People prefer a solid barrier, such as a curb, that keeps cars out of the bike lane.

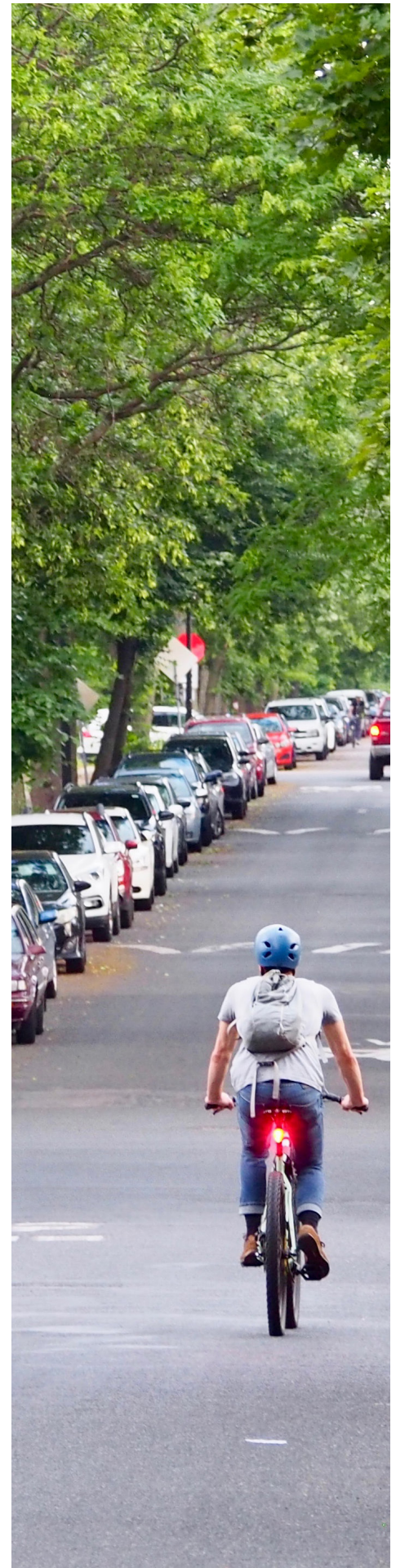
- *The plan was adjusted to clarify the role of bollards and commit to more robust physical protection. Strategy 1 was updated with a new action in response to these comments.*
  - » *1.2: Improve existing bollard protected bike lanes with more permanent separation, such as curb barriers and planters or other green infrastructure.*

There were many specific comments on the All Ages and Abilities network map itself.

- *Adjustments resulted in six miles of bikeways added to the network.*

Winter maintenance was a notable theme in the comments. People supported improving winter maintenance practices along the entire bikeway network – not just the All Ages and Abilities network as described in the plan.

- *A change was made to Action 6.11 in response to these comments.*
  - » *6.11: Conduct review of Pedestrian and Bicycle Winter Maintenance Study on a biennial basis to review and suggest changes; focus on improvements to snow and ice clearance on standard bicycle lanes.*



*“Thank you so much for prioritizing neighborhood greenways. I can't wait to see these built, they will be so helpful!”*



## TRANSIT COMMENT THEMES

**305 comments received. Two-thirds (206 comments) were generally supportive, 93 comments were neutral/mixed and 6 comments were generally opposed.**

Many commenters expressed that the high-frequency network should target transit wait times of five minutes or less to in line with other transit systems that have 25% transit ridership.

- *No change was made to the plan on the current goal of 10 minutes or less, but the narrative indicates the hope that even more improvement over time is desired so that more people are able to rely on transit without the need to refer to a schedule for their everyday needs.*

Several comments suggested transit route changes, route consolidations, recommended connections, and network extensions. Many, but not all, comments applied to the Transit Priority Projects identified in the plan.

- *Based on the comments, Glenwood Avenue/Penn Ave – N 10th St to Olson Memorial Highway was added as a Transit Priority Project. Other minor adjustments to the map and actions were included in 1.6, 2.2 and 2.3.*

Many commenters communicated concerns about real and perceived safety and security issues related to transit such as the need to regulate ridership/fare enforcement, the presence of Metro Transit staff and police, as well as the desire to strengthen partnerships with community-based efforts and organizations.

- *No change was made to the plan based on this comment theme. The City is committed to supporting Metro Transit in safety and security efforts.*

There was debate about enforcement in terms of enforcing fares, enforcing bus lanes and other similar themes.

- *No change was made to the plan based on this comment theme. Action 2.8 references enforcement only in terms of clearing bus only lanes to ensure transit speed and reliability, and supporting automated enforcement to support transit operations. The city is not involved in fare enforcement and has no plans to do so.*

There was significant support for reduced and fare free trips.

- *No change was made to the plan based on this comment theme. Existing actions encourage and reinforce exploration of this topic in partnership with Metro Transit.*

Transit

*“I have been a regular user of public transportation and do not own a car so clean affordable transportation means a lot to me.”*

*“Access to transit also means access to jobs. It matches job seekers to job opportunities and improves lives and economic function.”*







## TECHNOLOGY COMMENT THEMES

111 comments received. 51 were in support, 24 were in opposition, 10 were neutral/mixed and 26 were neither supportive, opposed or neutral.

Generally, comments were in support of most actions and strategies in this section. Most comments focused on protecting the most vulnerable users of the road and prioritizing shared mobility over autonomous vehicles. There was some support for electrifying all vehicles.

- *No change was made to the plan based on this comment theme as majority of comments supported plan direction.*

Commenters expressed an overwhelming support for mobility hubs (Technology 3.1 & 3.2), car sharing (Technology 2.6), allocating space for shared mobility services and protection from single occupancy vehicles (Technology 1.3), and Mobility as a Service (Technology 3.3).

- *No change was made to the plan based on this comment theme as majority of comments supported plan direction.*

A number of comments expressed concern over including autonomous vehicle technology in the plan due to climate and equity concerns and wanted to allocate those resources elsewhere.

- *A change was made to the narrative to emphasize technological benefits to walking, bicycling and transit such as signal timing, automated enforcement and smart lighting, etc. and reduce the emphasis of City's role in autonomous vehicles.*

Concerns around mentioning electrification strategies and actions were raised in the plan as it was thought to perpetuate car culture.

- *No change was made to the plan based on this comment theme. The plan includes narrative around emphasizing shared modes and the acknowledgment that the adoption of electric vehicles alone will not get us to the goals outlined in the plan.*

# Technology

*"Make sure that bikeshare and micromobility options include people of various bodies, including smaller people and people with disabilities who are currently completely excluded by NiceRide. Ensure options that include cargobikes, carriers, and various cart rentals."*

*"Minneapolis needs to be ahead of the curve in mitigating negative impacts associated with the future introduction of autonomous vehicles. Street design and operations needs to prioritize pedestrians, cyclists and transit users above all else. We should regulate autonomous vehicles ahead of their introduction."*





## FREIGHT COMMENT THEMES

# Freight

100 comments received. Half of the comments were generally supportive, another 30 comments were neutral/mixed and 20 comments were generally opposed.

There was general support to reduce the utilization of large vehicles within the city. Such methods include implementing urban consolidation centers, establishing low-emission zones, and piloting after-hour deliveries. Comments explicitly requested that more prohibitive measures should be explored to reduce large vehicles.

- *Action 1.6 was modified to include the revision of ordinance 486.50 which restricts certain size vehicles in certain locations of the city during certain times. The revision of this ordinance will provide the opportunity to more directly address large vehicles.*

Comments showed a desire to not have the Truck Route Network overlap with the Pedestrian Priority Network and the All Ages & Abilities Network. Strong desire was expressed to prohibit the Truck Route Network from residential areas, especially within areas of concentrated poverty with greater than 50 percent people of color.

- *Action 3.3 states that the Truck Route Network and its related ordinance(s) will be modified to align with the goals of the Transportation Action Plan. This action was modified to link the goals to specifically mention equity, safety and climate. Action 3.1 was modified to call out the need to create a new Truck Route Network that is not disproportionately in areas of concentrated poverty with majority people of color.*

Multiple comments confirmed a desire to enforce penalties for vehicles that idle in bicycle lanes.

- *No change was made to the freight section, however [Bicycling Action 1.4](#) calls to improve the design of bicycle facilities to minimize vehicle obstruction.*

*“Please add/require truck guards on side of trucks so people don’t get swept under. Please separate walking and freight network. Please ban large trucks from the city. Please require delivery companies to use zero emission vehicles.”*

*“I support developing package consolidation centers. Delivering packages in smaller vehicles like cargo bikes will help reduce traffic and improve safety conditions.”*







## STREET OPERATIONS COMMENT THEMES

**219 comments received. Approximately 40% (83 comments) were generally supportive, 46 comments were neutral/mixed and 12 comments were generally opposed.**

Comments expressed the theme that streets should be able to be comfortably used by all modes.

- *No changes made as comments support plan direction.*

20% of responses criticized the use of traditional enforcement mechanisms to meet the TAP goals while other comments requested more enforcement for all modes.

- No changes made to plan. The actions in the plan that address enforcement are either administrative in nature (Walking Action 4.3 on snow clearing), involve parked vehicles (Transit Action 2.8 on bus only lanes) or have the goal of eliminating traffic stops that involve officer interaction (Street Operations Action 6.6 on automated enforcement).

A handful of commenters suggested that COVID-19 will change travel patterns in favor of car-centered mobility.

- *No changes were made to the plan. The City is committed to reducing car trips.*

All comments that referred to 4 lane streets wanted them eliminated, and many wanted to reduce or eliminate the influence of the County and State in street ownership.

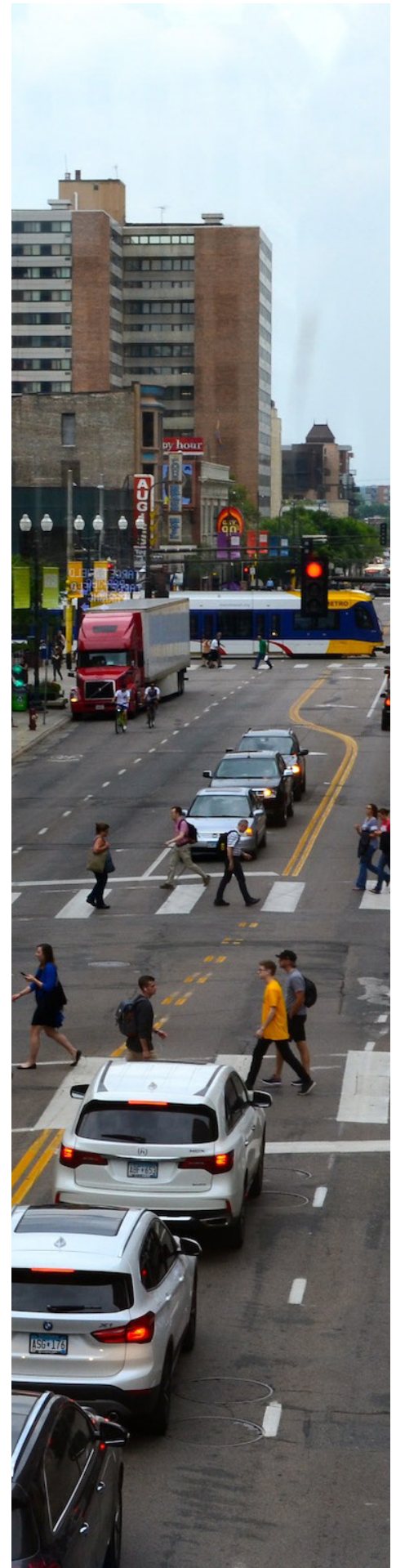
- *No changes were made to the plan as comments supported plan direction.*

Several comments suggested changes to the City's policies on parking.

- *Street Operations action 5.14 was added in response to comments.*
  - » *5.14: Manage off-street parking supply, demand and pricing in downtown. Partner with others in pursuit of City policies, including the reduction of single occupancy vehicle use.*

# Street operations

**"Let's create more parklets, pedestrian plazas, bike storage, scooter storage, gardens, etc. on public right of way. We are inefficiently using public space by allowing free or underpriced car storage."**







## DESIGN COMMENT THEMES

394 comments received. 81 were generally supportive, 9 were generally opposed, 9 were mixed, and 295 were neutral and offered a specific idea or suggestion.

Many commenters on the Design section asked for expanding training around use of salt for winter maintenance to reduce the amount of salt used to protect water quality.

- *Design Action 3.4 was updated to include continuing to train staff in related topics on alternatives to traditional salt and sand winter maintenance.*

While there was a wide variety of comments on the Design topic, the most prominent additional themes included: prioritizing space and design for walking, biking, and transit; supporting safety; and improving environmental sustainability/greening. More than twice as many people expressed comments saying the actions do not go far enough than expressed opposition to the direction of the actions.

- *Adjustments were made to 11 actions in the Design section to respond to specific suggestions in comments. Those include:*
  - » *specifically referencing context of schools and parks for street types in Action 1.1*
  - » *adding greening and green infrastructure as part of a future Minneapolis Plaza Program in Action 2.1*
  - » *adding specify to the action around car-free streets;*
  - » *adding Action 4.4: Explore creating a program to proactively install street trees or other greening elements in underutilized parking spaces, either permanently and/or temporarily.*

***"Absolutely prioritize design over enforcement to prevent wide violations in the first place."***

***"More trees and malls like Nicollet Mall."***



## EQUITY IN TRANSPORTATION CONVERSATIONS

Post-release of the draft Transportation Action Plan, COVID-19 and the death of George Floyd had dramatic impacts on Minneapolis. Wanting to intentionally relate the moment we are in to this plan, Public Works staff held conversations with 9 community organizations to discuss their work in the community as it relates to racial justice and equity in transportation as well as best practices for community engagement. The conversations helped in a final equity-driven review of the draft Transportation Action Plan and informed the development of the strategies and actions in the Progress section.

**Two questions were used to guide the conversation; major themes heard are summarized below.**

### *What does racial equity in transportation mean to you/your organization?*

- » *Frequent, reliable, and convenient transit service*
- » *Lower fares/fare-free transit and solutions for unbanked customers*
- » *A transportation system where users feel safe*
- » *Transportation access to jobs and housing*
- » *Reduced costs associated with access to a vehicle*

### *What kind of engagement should the City be doing around transportation?*

- » *Build capacity and foster long-term partnerships with the community*
- » *Establish feedback Loop with the community*
- » *Be culturally sensitivity via tailored engagement*
- » *Use age and audience appropriate tools to attract various audiences*
- » *Develop and use community-based metrics on transportation projects*

### **Organizations that engaged in these conversations include:**

- » *Avivo*
- » *Asian Media Access*
- » *CLUES - Comunidades Latinas Unidas En Servicio*
- » *The Alliance*
- » *Little Earth Residents Association*
- » *Voices for Racial Justice*
- » *Hope Community*
- » *Encouraging Leaders*
- » *Urban League Twin Cities*

A full summary of the equity in transportation conversations is available online at <http://go.minneapolismn.gov/get-involved>.

