

TASK 6: REGIONAL STAKEHOLDER TRANSPORTATION GOALS

INTRODUCTION

Interviews and research were conducted with key regional stakeholders and neighborhood associations located in downtown Minneapolis to determine how their transportation goals align with those of the ABC Ramps. Key stakeholders include:

- Minnesota Department of Transportation
- City of Minneapolis
- Minneapolis downtown council
- Move Minneapolis
- Warehouse District Business Association
- North Loop Neighborhood Association
- Downtown Minneapolis Neighborhood Association
- Metro Transit
- Metropolitan Council
- Minnesota Twins: Target Field
- Minnesota Timberwolves: Target Center

To gather information, phone and email interviews were conducted with representatives of every regional stakeholder and additional information was obtained from the organizations' website.

DESCRIPTIONS OF TRANSPORTATION GOALS OF STAKEHOLDER ORGANIZATIONS

Minnesota Department of Transportation



The Minnesota Department of Transportation (MnDOT) maintains Minnesota GO, consisting of MnDOT's vision and guiding principles for the fifty-year period beginning in 2011, and individual statewide plans for every major mode of transportation used in Minnesota.

The Minnesota GO 50-Year Vision for Transportation envisions a transportation system that:

- Connects Minnesota's primary assets—the people, natural resources and businesses within the state—to each other and to markets and resources outside the state and country
- Provides safe, convenient, efficient and effective movement of people and goods

- Is flexible and nimble enough to adapt to changes in society, technology, the environment and the economy

The guiding principles outlined in the vision statement are:

- Leverage public investments to achieve multiple purposes
- Ensure accessibility
- Build to a maintainable scale
- Ensure regional connections
- Integrate safety
- Emphasize reliable and predictable options
- Strategically fix the system
- Use partners

The statewide modal plans under the umbrellas of Minnesota GO are:

- Multimodal Plan
- Highway Investment Plan
- Bicycle Plan
- Aviation Plan
- Freight Plan
- Rail Plan
- Ports and Waterways Plan
- Pedestrian Plan
- Greater Minnesota Transit Plan

Each of these statewide plans is grounded in the Minnesota GO vision and guiding principles.¹ The plans are updated at different intervals based on needs and legislative mandates.

Apart from Minnesota GO, the Minnesota legislature has established goals for state's transportation system within the law creating MnDOT. The legislature last amended this statute in 2017, and according to it, the goals of the state's transportation system are²:

1. To minimize fatalities and injuries for transportation users throughout the state

¹ <http://minnesotago.org/index.php?cID=531>

² "2017 Minnesota Statutes." 2017 Minnesota Statutes, ser. 174.01, www.revisor.mn.gov/statutes/?id=174.01.

2. To provide multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community
3. To provide a reasonable travel time for commuters
4. To enhance economic development and provide for the economical, efficient, and safe movement of goods to and from markets by rail, highway, and waterway
5. To encourage tourism by providing appropriate transportation to Minnesota facilities designed to attract tourists and to enhance the appeal, through transportation investments, of tourist destinations across the state
6. To provide transit services to all counties in the state to meet the needs of transit users
7. To promote accountability through systematic management of system performance and productivity through the utilization of technological advancements
8. To maximize the long-term benefits received for each state transportation investment
9. To provide for and prioritize funding of transportation investments that ensures that the state's transportation infrastructure is maintained in a state of good repair
10. To ensure that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state
11. To promote and increase the use of high-occupancy vehicles and low-emission vehicles
12. To provide an air transportation system sufficient to encourage economic growth and allow all regions of the state the ability to participate in the global economy
13. To increase use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost
14. To promote and increase bicycling and walking as a percentage of all trips as energy-efficient, non polluting, and healthy forms of transportation
15. To reduce greenhouse gas emissions from the state's transportation sector
16. To accomplish these goals with minimal impact on the environment.



Access Minneapolis is the City's ten-year transportation plan. *Access Minneapolis* partner agencies are Metro Transit, Metropolitan Council, Hennepin County, and the Minnesota Department of Transportation. *Access Minneapolis* will result in a citywide transportation system that is multi-modal (pedestrian, bicycle, transit, automobile, freight), providing good transportation choices to people, including people with disabilities. One of the downtown transportation targets of the City's Sustainability Plan is to increase the use of alternative transportation modes in downtown to 67% by 2013. It will require aggressive actions to support walking, biking and transit to achieve this goal within the next six years.³ Major accomplishments of the plan thus far are the construction of Target Field Station, Green Line LRT, conversion of Hennepin Avenue and First Avenue to two-way operations and the I-94W to 7th Street Ramp.⁴

There are Seven Components to *Access Minneapolis*⁵:

- Complete Streets Policy
- Downtown Action Plan
- Citywide Action Plan
- Design Guidelines for Streets and Sidewalks
- Streetcar Planning
- Pedestrian Master Plan
- Bicycle Master Plan

³ "ACCESS MINNEAPOLIS Ten Year Transportation Action Plan." *ACCESS Minneapolis - City of Minneapolis*, www.ci.minneapolis.mn.us/publicworks/transplan/index.htm.

⁴ "Assessment of ACCESS Minneapolis" *ACCESS Minneapolis - City of Minneapolis*, <http://www.minneapolis.mn.gov/www/groups/public/@publicworks/documents/webcontent/wcmsp-206770.pdf>

⁵ "ACCESS MINNEAPOLIS Ten Year Transportation Action Plan." *ACCESS Minneapolis - City of Minneapolis*, www.ci.minneapolis.mn.us/publicworks/transplan/index.htm.

In addition to *Access Minneapolis*, the city will continue to support car sharing, carpooling, telecommuting, flextime and the use of incentives. As there is a higher demand for parking downtown, parking management strategies will be one of several tools that will need to be used to encourage a modal shift to walking, bicycling and transit.⁶

The City of Minneapolis will continue to promote and provide multi-modal transportation by continually investing in the development of corridors served by light rail, commuter rail, streetcars and buses.

The City of Minneapolis areas of policy focus related to parking⁷:

- Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.
 - Design and implement incentives for shared parking and
 - Consider eliminating minimum parking requirements for certain small-scale uses as well as parking requirements in areas served by off-street parking facilities that are available to the general public.
 - Encourage employers to offer economic incentives that support transit use, such as providing employee transportation allowances as alternatives to free parking.
 - Ensure that parking facilities do not under-price their parking fees as compared to transit fares except to support carpooling and vanpooling as primary commuting modes.

Continue to implement discounted packages for carpooling and vanpooling in City-owned or controlled parking facilities, and in leading by example, encourage private parking facilities to do likewise.

⁶ "2. Transportation." *MPLS Plan, 2009*,
www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/convert_277813.pdf.

⁷ *Ibid.*



Intersections: The 2025 Plan is the vision document created by the mpls downtown council to set goals for downtown’s future, and transportation is a top level priority. The plan sets an ambitious initiative to “lead the nation in transportation options,” as a key strategy to drive economic development and residential growth. Implementation of the 2025 Plan is being supported by a Transportation Committee of key stakeholders. The mpls downtown council, a business-led organization, has actively advocated for additional, stable, and reliable funding for future transit and transportation investments in the Twin Cities region⁸.

2025 Plan’s transportation goals:

- Maintain and improve high capacity for commuters on our streets.
- Increase transit mode share for daytime commuters from 40 percent to 60 percent.
- Increase circulation downtown via multiple modes and increasing use of shared mobility technology

The *2025 Plan* includes other relevant goals to the ABC Ramps, including goals to create a “consistently compelling pedestrian experience,” and to double downtown’s residential population.

Finally, the mpls downtown council would like to see improved safety—both real and perceived—for everyone who spends time downtown. Improving safety is an active priority for the mpls downtown council⁹.

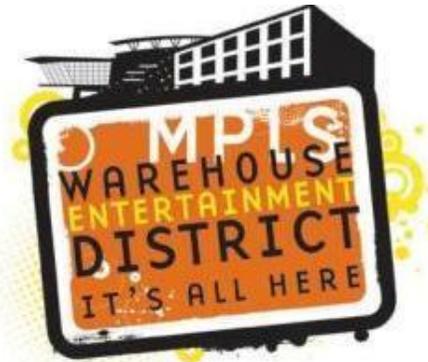
⁸ “2025 Plan Committees.” *Mpls Downtown Council*, mplsdowntown.com/2025plan/2025-plan-committees/.

⁹ Dame, Rachel M, and Ben Shardlow. “Downtown Council Transportation Goals.” 15 Sept. 2017.



Move Minneapolis is a transportation management organization for downtown Minneapolis that promotes sustainable transportation – mass transit, carpooling, car-sharing, biking and walking – through an outreach and education program that targets downtown workers, residents and visitors. Move Minneapolis’ overall goal is to reduce the number of single occupancy vehicle (SOV) trips. Move Minneapolis has set a target of moving 1500 individuals out of their cars by the end of 2018¹⁰.

Warehouse District Business Association



The Warehouse District Business Association’s (WDBA) goals are to encourage individuals to know all their transportation options when coming to the Warehouse District and North Loop. Visitors and residents are encouraged to use the ABC Ramps as a parking option as there is limited metered and street parking available.¹¹

¹⁰ Dame, Rachel M, and Mary Marti. “Transportation Goals Move Minneapolis.” 13 Sept. 2017.

¹¹ Kaufman, Joanne M. “Transportation Goals WDBA.” Received by Rachel M Dame, Transportation Goals WDBA, 18 Sept. 2017.



NORTH
LOOP
NEIGHBORHOOD

Transportation goals and initiatives have been high on the list of priorities for the North Loop Neighborhood Association (NLNA). NLNA works with the various City and County departments, as well as their elected officials to pursue critical transportation improvements.¹²

Goals of the NLNA¹³:

- Neighborhood residents and businesses voted to focus on parking issues at the annual meeting in 2017. At this point in time, residents and businesses feel the lack of available parking is a priority issue. There are a couple of new projects in the initial stages of development that should help alleviate some of the limited parking issues. However, the finite number of on-street parking available in the neighborhood continues to be a problem and there are currently no plans to address the issue.

Vehicle traffic has also become a significant transportation problem for the neighborhood and the NLNA would like to see a reduction in the number of vehicles downtown.

¹² Merrifield, Diane. "Transportation Issues Related to the North Loop." Received by Rachel M Dame, Transportation Issues Related to the North Loop, 11 Sept. 2017.

¹³ Ibid.



Minneapolis 2040 is the City's twenty-year Comprehensive Plan visioning process that will direct the logical and coordinated physical and economic development of the city into the future. The comprehensive plan will guide policies in regards to accessibility to destinations via all modes of transportation, including walking, biking, driving, and public transportation¹⁴. In addition to the *Minneapolis 2040*, the Downtown Minneapolis Neighborhood Association (DMNA) highlighted in their Phase II NRP Plan to focus transportation efforts on improving and expanding alternative transportation systems into and around downtown and to reduce the dependency on automobiles.¹⁵

¹⁴ "About." *About | Minneapolis 2040*, minneapolis2040.com/about.

¹⁵ *DOWNTOWN MINNEAPOLIS NRP PHASE II NEIGHBORHOOD ACTION PLAN. 2011. 9-11*



In 2015, the Metropolitan Council and Metro Transit adopted a long-range *Transportation Policy Plan* (TPP) to address transportation challenges and improve mobility in the region. It sets regional transportation policies based on the goals and objectives in *Thrive MSP 2040*, the region's long-range development guide.¹⁶ The 2040 TPP lays out a course of action to maintain and enhance existing facilities, better connect people and communities, and provide more transportation choices that will make the region stronger and a better place to live, through six goals¹⁷:

- Transportation System Stewardship
 - We will maintain our regional transportation system in a state of good repair and operate it to connect people and freight to destinations in a cost-effective manner.
- Safety and Security
 - We will reduce crashes and improve safety, as well as reduce the transportation system's vulnerability to natural and man-made incidents.
- Access to Destinations
 - We will provide a reliable, affordable, and efficient transportation system that connects people of all ages and abilities, via multiple modes, to jobs, school, and other opportunities throughout the region and beyond.

¹⁶ 2040 Transportation Policy Plan. (2014, January 15). Retrieved from [https://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\).aspx](https://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1).aspx)

¹⁷ Thrive MSP 2040. (2014, May 28). Retrieved from <https://metrocouncil.org/Planning/Projects/Thrive-2040.aspx>

- Competitive Economy
 - We will attract and retain businesses and residents by improving multimodal access to areas in our region that have a high concentration of jobs and we will efficiently move freight throughout the region and beyond.
- Healthy Environment
 - We will provide a system that promotes connectivity for people of all ages and abilities, particularly under-represented communities, while reducing the impacts of transportation construction and use on the natural, cultural, and developed environments.
- Leveraging Transportation Investments to Guide Land Use

We will provide a system that promotes connectivity for people of all ages and abilities, particularly under-represented communities, while reducing the impacts of transportation construction and use on the natural, cultural, and developed environments.

Minnesota Twins/Target Field



The Twins are currently seeking a solution to the parking shortage for employees, specifically in relation to event staff during game days. Many event staff members are unable to find reasonably priced parking close to the stadium. Executive staff members have had discussions around incentives for the event staff to use transit. In August 2017, the Twins used a third party vendor to survey ballpark guests on their mode of transportation to the game. The survey involved questions like how far the guests traveled, what mode they used to travel to the game, time of travel, etc. Finally, Target Field was the first facility

to become LEED certified in Silver and Gold and aspires to reach Platinum level within the next few years.¹⁸

Minnesota Timberwolves/Target Center



The Target Center encourages fans to take mass transit to the game. They promote reaching the Target Center by light rail, bus and bicycle.¹⁹

ANALYSIS: STAKEHOLDER GOALS AND EQUITY

Currently, MnDOT does not have an equity plan for transportation. However, MnDOT values equity and intends to start a research project and engagement effort in 2019 to highlight where there are disparities and examine the role of transportation in these disparities. The City of Minneapolis has revamped its policies to adopt transportation projects that are equitable. The City of Minneapolis stated that “addressing the gaps through and around transit and development alone will not end these racial and economic disparities, but we cannot reduce these disparities without a significant transportation component. We cannot achieve inclusive growth without a comprehensive transit system that works for all.”

¹⁸ Dame, Rachel M, and Patrick Forsland . “Twins Transportation Goals.” Sept. 2017.

¹⁹ T. (2016, October 31). Minnesota Timberwolves and Metro Transit. Retrieved from <http://www.nba.com/timberwolves/metrotransit>

CONCLUSION

A common theme expressed by the regional stakeholders is the desire to encourage and provide visitors and residents with alternative modes of transportation. The neighborhood and business associations specifically voiced concerns with the limited amount of parking near the ramps and would like to see fewer SOVs on the road. The desire to promote sustainable modes of transportation downtown is an area of opportunity for the ABC Ramps. The ramps could expand upon the services that are offered to cyclists, pedestrians and bus riders, while also using the facilities as a drop off/pick up point for ride sharing services. Government stakeholders such as MnDOT, the City of Minneapolis and Metro Transit want to give users flexibility when choosing their method of transport. The ABC Ramps and city entities could partner to provide a program where users could park a SOV, store bikes, use carpooling options while also allowing the user to take the bus or metro. Finally, a major area of opportunity for the ABC Ramps is the ability to encourage businesses to provide incentives for employees who carpool or take alternative modes of transportation. The Twins are looking into this option for their event staff employees who have difficulty finding adequate parking close to the stadium.

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