Linking Land Use & Transportation in Minneapolis

Presentation to All Transportation is Local

Council President Lisa Bender

March 22, 2018
Overview

• Minneapolis and the Twin Cities region are both growing – population and jobs are increasing
• Minneapolis has increasingly adopted supportive land use and transportation policies to support transit use, walking and bicycling
• We have a long way to go: 9/10 trips are taken by car, our transit agency has an operating budget gap and we lack sustainable funding for capital improvements
• Our draft comprehensive plan (to be released next week) takes this to a new level of commitment
• On the horizon: bus improvements, land use changes, big focus on racial equity
Our region

• Minneapolis is in a seven-county Metropolitan region governed by the Metropolitan Council
• The region has 3,041,526 residents and 1,701,712 jobs (2016 estimate)
• Minneapolis has 419,952 residents and 320,917 jobs (2016 estimate)
Metro Transit serves the 7-County Region

- **81.9 million** RIDES
- **264,347** AVERAGE WEEKDAY RIDERSHIP
- **57.3 million** RIDES
- **24.6 million** RIDES
- **71%** BUS
- **29%** RAIL

- **907** SQ. MILES
- **130** ROUTES

- **55** URBAN LOCAL
- **63** EXPRESS
- **9** SUBURBAN LOCAL
- **2** LIGHT RAIL
- **1** COMMUTER RAIL

*Includes Maple Grove Transit routes operated by Metro Transit.
Transit funding is a challenge

• Capital funding sources
  • Legislature
  • Sales tax (collected by Counties)-55.1%

• Operating funding sources
  • Fares – 25% (metro mobility, train, bus)
  • Local Funding Partners/other-2.3%
  • Counties Transit Improvement Board-8%
  • Legislature-State General Fund-8.4%
  • Federal Grants/CMAQ-1.2%

• Minneapolis advocates for local transit service improvements as part of regional projects – 35W transit access project, Light Rail Transit lines
Current transit service in Minneapolis

Source: Metro Transit
Minneapolis is Growing
Housing Costs are Rising

- Average rent in Minneapolis is $1,118
- Average rent increased in the Downtown, Southwest and East sectors of the city over the previous quarters
- Rents have increased for all unit types

Figure 11: AVERAGE APARTMENT RENT
in current dollars

Inflation-adjusted dollars

<table>
<thead>
<tr>
<th></th>
<th>2Q-13</th>
<th>3Q-13</th>
<th>4Q-13</th>
<th>1Q-14</th>
<th>2Q-14</th>
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<tr>
<td>Minneapolis</td>
<td>$1,061</td>
<td>$1,058</td>
<td>$1,116</td>
<td>$1,095</td>
<td>$1,118</td>
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<tr>
<td>Metro area</td>
<td>$995</td>
<td>$1,000</td>
<td>$981</td>
<td>$1,000</td>
<td>$1,004</td>
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</tbody>
</table>

Source: GVA Marquette Advisors Reports, based on a sample survey of market-rate rental properties 10 units and more (subsidized and small multifamily rentals are excluded.)
Changes in Rental Affordability by Race/Ethnicity between 2000 and 2014

Typical renting household for each race/ethnicity can afford 50% or more of the housing units in this neighborhood.

For example, in 2000 the median household renter income for Blacks or African Americans was $26,729. This results in an affordable rent threshold of $688. The neighborhoods in orange had at least 50 percent of their housing units with rents at or below $688.

All dollar values shown in 2014 dollars.

Analysis completed in October 2016 by the Center for Urban and Regional Affairs (CURA).

More information and additional analysis can be found at:
http://www.cura.umn.edu/gentrification

Data Source: Census 2000 and 5-yr ACS 2010-2014
Transportation Choices Today

• 9/10 trips are made by car
• Even with the adoption of electric cars, a 37 percent reduction in automobile trips is needed to achieve the 80 percent reduction of greenhouse gas emissions by 2050.
• Transit dependency: according to comprehensive plan, 18% of households do not have access to a car
• Lots of opportunity to shift trips to transit
If you rely on public transit to get to work, your options are much more limited than if you drive.

Source: The Accessibility Observatory at the University of Minnesota.
Adopted policies: transportation + land use

- Access Minneapolis (2009 / being updated)
- Complete Streets Policy (2016)
- “Missing middle” housing: ADUs (2014) and duplexes (2017)
- Parking reform (2015)
- Comprehensive Plan Update (2018)
- New zoning code update (2019-2020)
Complete Streets & Infrastructure Investment

• Complete Streets policy adopted in 2016
• Funding for local streets
  • $400 million investment over 20 years = additional $20 million per year above $12 million annual repair budget
  • Follows Complete Streets policy directives
  • Project selection criteria explicitly centers race equity – defines transportation access broadly, not just as traffic volumes
• Protected bikeways plan
  • Adopted in 2014, 30 miles of protected bikeways funded by 2020
• Enhanced bus lines: Orange Line, C Line, D Line ($35 mil funding gap)
Reducing regulatory barriers:

• Legalized ADUs (only for owner-occupied homes)

• “Legalized” duplexes in duplex zoning by reducing required lot area
  • Previously a duplex required 2x the lot area as a single family home in duplex (R2) zoning
Accessory Dwelling Units

Source: City of Minneapolis
Reducing Regulatory Barriers: Parking Reform

- Prior to 2015, all residential units required one parking space
- No market-rate projects under 60 units had been built in 10+ years
- Parking reduction focused near high-frequency bus and light rail lines
  - Policy argument
  - Political strategy

<table>
<thead>
<tr>
<th>Transit proximity and frequency*</th>
<th>Authorized reduction from minimum parking requirement (3 – 50 dwelling units)</th>
<th>Authorized reduction from minimum parking requirement (51 dwelling units or more)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within one-quarter (1/4) mile of a bus transit stop with midday service headways of fifteen (15) minutes or less, or within one-half (1/2) mile of a rail transit stop with midday service headways of fifteen (15) minutes or less</td>
<td>100 percent</td>
<td>50 percent</td>
</tr>
<tr>
<td>Within three hundred fifty (350) feet of a bus or rail transit stop with midday service headways between fifteen (15) minutes and thirty (30) minutes</td>
<td>10 percent</td>
<td>10 percent</td>
</tr>
</tbody>
</table>

Source: City of Minneapolis
Parking reform

71 units / 35 required / 39 parking spaces built

24 units / 0 required / 18 parking spaces built

3 units / 0 required
Next phase: comprehensive plan update

- Required by Metropolitan Council every 10 years
- This plan developed and adopted over election cycle
- Two years of community engagement, 50 community meetings, thousands of people engaged
- Draft plan will be released today!
Comprehensive Plan Land Use

To address this, the Future land Use and Built Form maps allow a greater diversity of housing types through the following strategies:

- Allow multifamily housing on select public transit routes, with higher densities along high-frequency routes and near METRO stations.
- In neighborhood interiors that contain a mix of housing types from single family homes to apartments, allow new housing within that existing range.
- In neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing small-scale residential structures on traditional size city lots with up to four dwelling units, including single family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types.
Comprehensive Plan Housing Stability

• Inclusionary Zoning
• Preservation of affordable units
• Tenant protections / eviction reduction
• Continued investment in production of affordable units
  • $10 million annually from city – 700 units funded in 2017
  • Need support from county or state for bigger investment
Future of transit

• Need to solve political puzzles and build bi-partisan support or create more local sources of funding
• Renewed emphasis on bus service improvements
• City is ready to make big moves to get dedicated transit lanes on urban arterial corridors
• Local support is growing / political resistance is lessening

Source: Metro Transit
Contact info

Lisa Bender
Minneapolis City Council President
612-673-2210
Lisa.bender@minneapolismn.gov
mpls2040.com