



Transportation Recommendations from 2023 Met Council Young Leaders Collaboration

Connecting Lived Experience to Policy



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Agenda

Today

1. Process overview for Young Leaders Collab
2. Pedestrian, cyclist safety priorities & recommendations
3. Transit priorities & recommendations
4. Discussion



Overview of Met Council Young Leader's Collaboration Process



Youth

- Leaders age 14-24 from 5 organizations
- Dakota, Hennepin, Scott, and Ramsey Counties
- Rural, suburban, and urban communities

Activities

- Studied Council authorities, selected priority topics, conducted independent research
- 20 hours of workshops winter/spring 2023
- Presented to Council Members May 2023

How Did Youth Select These Topics?

Education

- “Get to know you” meetings with organizations
- Learned Council’s authorities and their connection to young people’s lives
- Explored data and experiences to understand region now

Data

- Identified top priorities from data and experiences
- Designed interview questions to ask peers about priorities
- Interviewed community peers

Recommendations

- Analyzed quotes and stories from interviews
- Generated visions, values, goals for the region
- Created CoW presentations and posters
- Gave final recommendations for Council members to address emergent issues

Today's Analysis Based in TPP Policy Connections Process

Process

1. Analysis of Young Leader's recommendations and workshop data
2. Matched with policies in "policy connections" memo
3. Identifying "concepts and/or topic areas that may be considered policy gaps or new policies."



POLICY CONNECTIONS

Technical Working Group – February 2023

Agency:

Instructions

Agencies are asked to provide feedback on the existing policies with a particular focus on identifying concepts and/or topic areas that may be considered policy gaps or new policies. The feedback on policies should identify the role(s) the Council has in administering this policy as well as the implementation methods (actions) that could be used by the Council and its transportation partners.

Additional prompts to consider in identifying policy concepts and topic areas:

- What policies do we need to better achieve the identified outcomes for the region?
- What tools or actions would be helpful or necessary for implementation of the policies?

Each policy has a comment box that can be used to provide comments on the policy, role, and

Pedestrian, Cyclist Safety Priorities & Recommendations



Youth Navigate Inadequate Transportation Infrastructure

Realities of Young People

- No license, no car, no ride
- Walking/rolling/biking as a commuting option, for leisure, for physical and mental health

Identified Gaps

- Lack safe pedestrian and biking infrastructure outside of the urban core.
- *Specifically, Dakota, Carver, and Scott County/ less urbanized areas of the region*

Outcome

- Prevents some from rolling/walking/biking
- Create their own paths/routes
- Unsafe paths
- Unsafe encounters with vehicles

Challenges Faced by Young People

Outcome

- Prevents some from rolling/walking/biking
- Create their own paths/routes
- Unsafe paths
- Unsafe encounters with vehicles

78% of Scott/Carver interviewees, along with young leaders from Dakota, Scott, and Carver County said [that a lack of sidewalks made walking and biking unsafe because it exposed them to car traffic.](#)

*"I got hit by a car in a crosswalk before. This was because of a driver with a blind spot not paying attention. **This could have been prevented by a more visible sidewalk** and teaching drivers to pay attention."*

*"A lot of friends live on the border between Shakopee and Prior Lake. When they want to hangout and do that, **it's unsafe because they have to bike on the road**"*

*"[In Prior Lake] **many sidewalks just end.** I run cross country and there are many times where we've had to **run on the highway**"*

"When I had a dog, walking him around there was a risk every day. There was no sidewalk so we walked in the ditch with ticks everywhere."

*"My boyfriend **got hit** by someone taking a turn running a red light."*

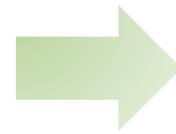
*"I tried to go walk to get ice cream with my sister. It was so hard to get there. We have to go down 13 on this hill, then we have to **cross a busy highway.** My sister is young. She has special needs and I need to keep her close, and **it's hard to do that when there's not enough infrastructure for pedestrians**"*

Recommend: Invest in Safe Multimodal Transportation and Infrastructure

Existing Policies

“Prioritize and implement safety considerations in projects for all modes and users.”

“Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.”

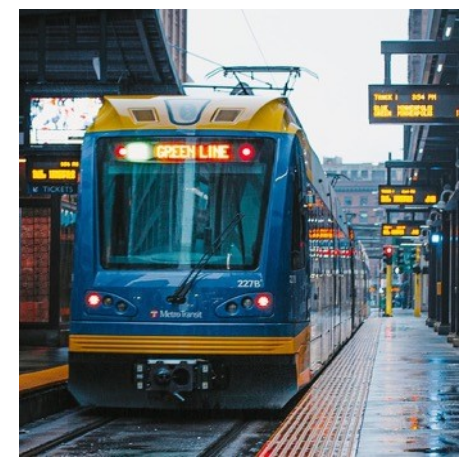
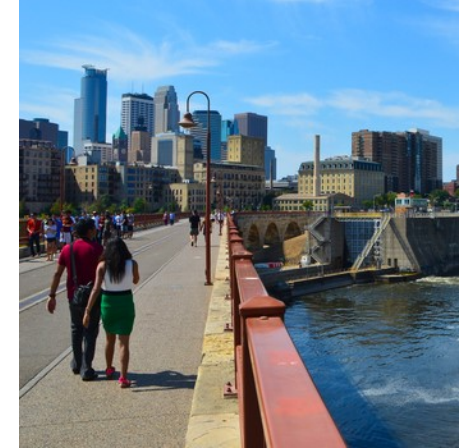


Young people want...

Pedestrian safety via walkable cities.


Our region to support pedestrian safe infrastructure regardless of age, ability, or mode of transportation in less urbanized areas of the region.

Our communities [to] have safe environments for youth to freely access busing, bike routes, and sidewalks.



Transit Priorities & Recommendations





1. Expand the Transit Network: Dakota, Scott, and Carver County

2. Improve Existing Transit Network: Hennepin County/inner-ring suburbs

3. Increase Safety in Established Transit Network: Ramsey/urban core

Recommend: Expand the Transit Network

Building a “Busing Culture”



Low access to transit outside of urban core

“I wasn’t able to get places because the adults in my life were always working, and the only option I had was public transportation. But in order to even get to public transportation, I had to walk at least one hour.” 4H

Lack of awareness how to use transit

“I don’t know how to take the bus, do I buy ticket first, stand here? I don’t understand buses. Never taken bus except for the state fair.” 4H

Negative perception of transit

Lower transit use, but a desire to use transit and be connected to community.

“...It [Richfield] seems close together. People know each other and it seems connected. Bloomington is getting there, but it doesn’t have public transportation for everyone.” Raices

Suburban outreach & engagement efforts

Expanded transit outside of urban core

Transit access to parks and “third spaces”

Improve Existing Transit Network

Hennepin County Suburbs: Young people require and desire transit access to work, school, and "third spaces."

"In Bloomington, it takes so long. No transit centers, in winter. What happens to communities that lack a car? The isolation it creates. The time it takes to get to work. It inconveniences lower income communities more than anything else."

*"Dakota County public transit doesn't have bus stops in front of the school. ...**We use a lot of ride share, Uber,** to get to work. Our parents are busy at work and can't drive us. Our choices are walking, Uber, or biking. We want to be responsible and get to work on time."*

*"Immigrant families are getting phased out to outer suburbs...BIPOC are the ones that most use the transit systems, but **we're getting phased out of cities that have access to transit systems.**"*



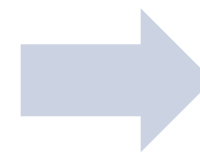
Recommend: Engage Underrepresented Groups



Connection to Existing Policies

Existing Policy

“Use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities.”



Young People Recommend...

Prioritize underrepresented groups in suburban and rural areas for engagement on how to develop “busing culture.”

Increase Safety on Transit



Fifty percent of WYC interviewees experienced **violent or “frightening” behavior**

*“My friend was getting harassed by a random person on a Metro Transit. Now she **doesn't feel safe**. This is not only one person I had heard from. Multiple people that told me a similar story. The story from my friend makes me feel unsafe to ride the transit because I do not want to experience that.”*

*“In my experience I was with my uncle when he got robbed on the on the light rail. So for me that **completely turned me out from ever wanting to use public transportation ever again.**”*

“Our interviews talked about witnessing the police doing frightening things such as shooting a deaf man and arresting an unconscious person on the metro. We can create a safer transit system by addressing basic needs that cause difficult behaviors and by investing in infrastructure improvements such as better lighting and security cameras at transit stations and stops.”

Increasing Safety on Transit

The young people of Ramsey County expressed a distinct concern about community safety while using transit, emphasizing that **safety does not equate to increased police presence.**

“There was a time when I was on bus there was a guy who passed out, and then a bunch of cops came in and it felt like they were just staring at us like we did something...”

“The surface level one thing that I did hear in all my interviews was that people want there to be like more- not particularly policing, but a form of community policing where it's members of the community who are in the transportation zones. Like at bus stops, light rail stops, and stuff like that. Like they're just monitoring the community, just seeing like making everybody okay and as well as being on the trains themselves.”

*“More policing in transit would **scare people away from transit**”*

*“ I worry that if police are on transit people will get **arrested for no reason**”*



Create a Transit System that Prioritizes Safety without Escalating Police Involvement.



Connection to Existing Policies

Existing Policies

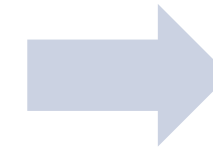
“Prioritize and implement safety considerations in projects for all modes and users”

“Plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive and connected communities”

Young people want

A community-oriented public safety system that does **not expand policing** with a focus on root causes of violence.

Investment in infrastructure improvements such as better lighting and security cameras at transit stations and stops



Additional Recommendations



Additional Recommendations

Prioritize environment

“20 people stepping into their own car, versus 20 people stepping onto a bus—there’s much less pollution. Bike lanes are also more energy efficient.”

- 4-H, Scott County

Native habitat in transportation projects

“Our region is a national leader for coexistence between human and nonhuman species.”

“Native plants and trees grow at every transit station and transportation investment in the region.”

- Recommendation, Environmental Stewardship Institute

Prioritize walkability

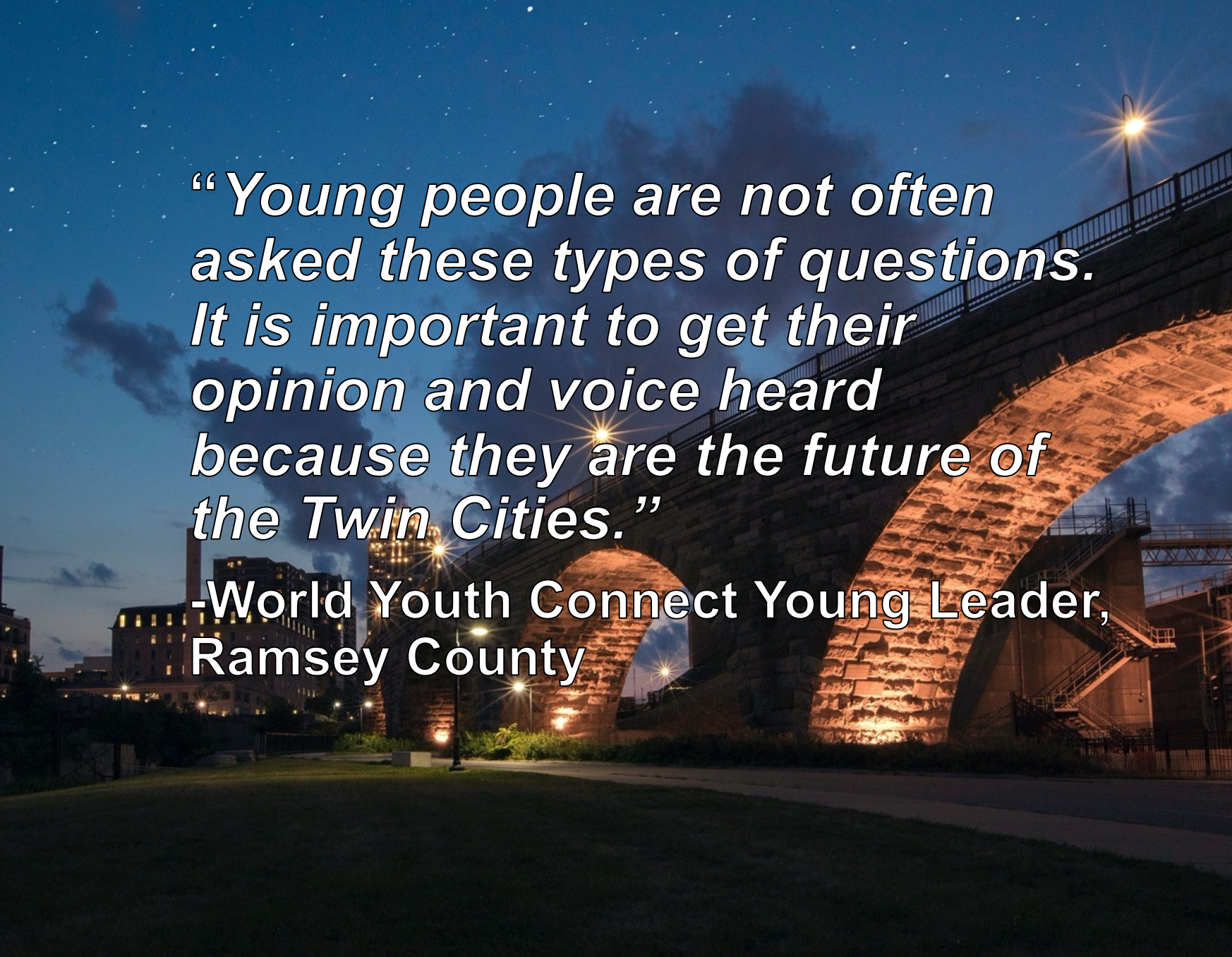
“The Council can encourage more dense development, keeping housing and businesses in one area, makes areas more walkable, which we support.”

- Recommendation, 4H

Discussion

How might the TPP respond to youth perspective on?:

- Pedestrian and bike safety
- Expand transit for suburban youth
- Increase safety on public transit
- Additional recommendations



“Young people are not often asked these types of questions. It is important to get their opinion and voice heard because they are the future of the Twin Cities.”

**-World Youth Connect Young Leader,
Ramsey County**



Thank You

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Community Development

