



**CITY OF  
MINNEAPOLIS**

# **2025 SYSTEM STATEMENT**



**IMAGINE<sup>50</sup>**



# 2025 SYSTEMS STATEMENT CITY OF MINNEAPOLIS

## Regional Development Plan Adoption

On February 12, 2025, the Met Council adopted Imagine 2050 as a comprehensive development guide for the Twin Cities metro region. Imagine 2050 includes regional systems plans, including the 2050 Transportation Policy Plan, the 2050 Water Policy Plan, the 2050 Regional Parks and Trails Policy Plan, and the 2050 Housing Policy Plan. The development guide also outlines land use policies and community designations important for local comprehensive planning updates.

The Metropolitan Council is now issuing systems statements pursuant to [State statute](#).

## Systems Statements

Metropolitan systems plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for those systems. Systems statements explain the implications of metropolitan system plans for each community in the region. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

*Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under [section 473.864, subdivision 2](#), each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.*

The system statement includes information specific to a community, including:

- community designation or designation(s)
- forecasted population, households, and employment through the year 2050
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible
- affordable housing need allocation.

In the following sections, this systems statement contains an overview of key changes and updates to the policies and plans from the previous 2040 regional development guide and specific system changes that affect your community:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning

- Regional parks and trails

## Regional Development Guide

The development guide adopted in February 2025 reflects the vision and plans adopted by communities for a prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive.

Regional values are shared core beliefs or principles that guide the work of developing and implementing Imagine 2050. The values build on those identified in Thrive MSP 2040 and incorporate what we've learned over the last ten years as well as the common values expressed by local governments and partners across the region. These values guide the Met Council in building partnerships and developing policies and programs to support Imagine 2050.

The Met Council has endorsed the following goals for our region to achieve through our policies, practices, programs, and partnerships:

- Our region is equitable and inclusive.
- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.

## Dispute Process

If your community disagrees with elements of this systems statement or has any questions about the process, please contact your Sector Representative, Amber Turnquest, at 651-602-1576, to review and discuss potential issues or concerns. The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

## Request for Hearing

If a local governmental unit and the Met Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Met Council's Land Use Advisory Committee or by the State Office of Administrative Hearings to consider amendments to the system statement. According to Minnesota Statutes [section 473.857](#), the request shall be made by the local governmental unit or school district within 60 days after receiving the system statement. If the Met Council does not receive a hearing request within 60 days, the statement becomes final.

## Next Steps in the Regional Planning Cycle

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and amend its comprehensive plan by December 2028. Local comprehensive plans and amendments will be reviewed by the Met Council for conformance to

metropolitan system plans, consistency with Met Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Met Council for review by Dec. 31, 2028.

## Forecasts

The Met Council uses the forecasts developed as part of Imagine 2050 to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Met Council will maintain on-going dialogue with communities to consider any changes in growth that may have an impact on regional systems.

### *Imagine Forecasts for the City of Minneapolis*

	2020 (actual)	2030	2040	2050
Population	429,956	451,400	484,800	514,200
Households	187,671	203,100	218,000	231,200
Employment	294,467	323,600	332,100	352,900

## Housing Policy

The purpose of the Housing Policy Plan, adopted by the Metropolitan Council in February 2025, is to provide leadership and guidance on regional housing needs and challenges and to support Imagine 2050. The Housing Policy Plan provides an integrated policy framework that unifies our existing roles in housing and identifies opportunities to expand our role in supporting safe, affordable and dignified housing in the region.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), cities and townships must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Met Council has determined the regional need for low-income housing for the decade of 2031-2040 (see Appendix B in the Housing Policy Plan).

Based on regional forecasts, the regional need for future affordable housing units is 39,700. Minneapolis' share of the region's future need for low-income housing is 5,469 new units of affordable housing. Of these new units, the need is for 2,936 affordable to households earning at or below 30% of AMI, 1,227 affordable to households earning 31% to 50% of AMI, and 1,306 affordable to households earning 51% to 60% of AMI.

### *Affordable Housing Need Allocation for the City of Minneapolis*

	Units
At or below 30% AMI	2,936
31 to 50% AMI	1,227
51 to 60% AMI	1,306
Total Units	5,469



Future Affordable Housing Need allocations may be updated throughout the decade if local projected sewerage growth changes.

Minneapolis should consult the complete Housing Policy Plan when preparing its local comprehensive plan. In addition, Minneapolis should consult Imagine 2050 and the Local Planning Handbook for specific requirements necessary for the housing element and housing implementation programs of local comprehensive plans.

## Climate Policy

In 2023, the State legislature amended the Metropolitan Land Planning Act ([Minn Stat. § 473.859, subd. 2 and 7](#)) to include new requirements that comprehensive plans address climate mitigation and adaptation. In climate policy, mitigation strategies focus on minimizing contributions to climate change through efficiency measures and reducing greenhouse gas emissions. Adaptation strategies focus on how to change policies and practices to adjust to ongoing and future impacts of climate change.

The Met Council will assist communities in addressing climate mitigation and adaptation elements by providing communities with greenhouse gas inventories and technical assistance for identifying appropriate strategies.

## Community Designation

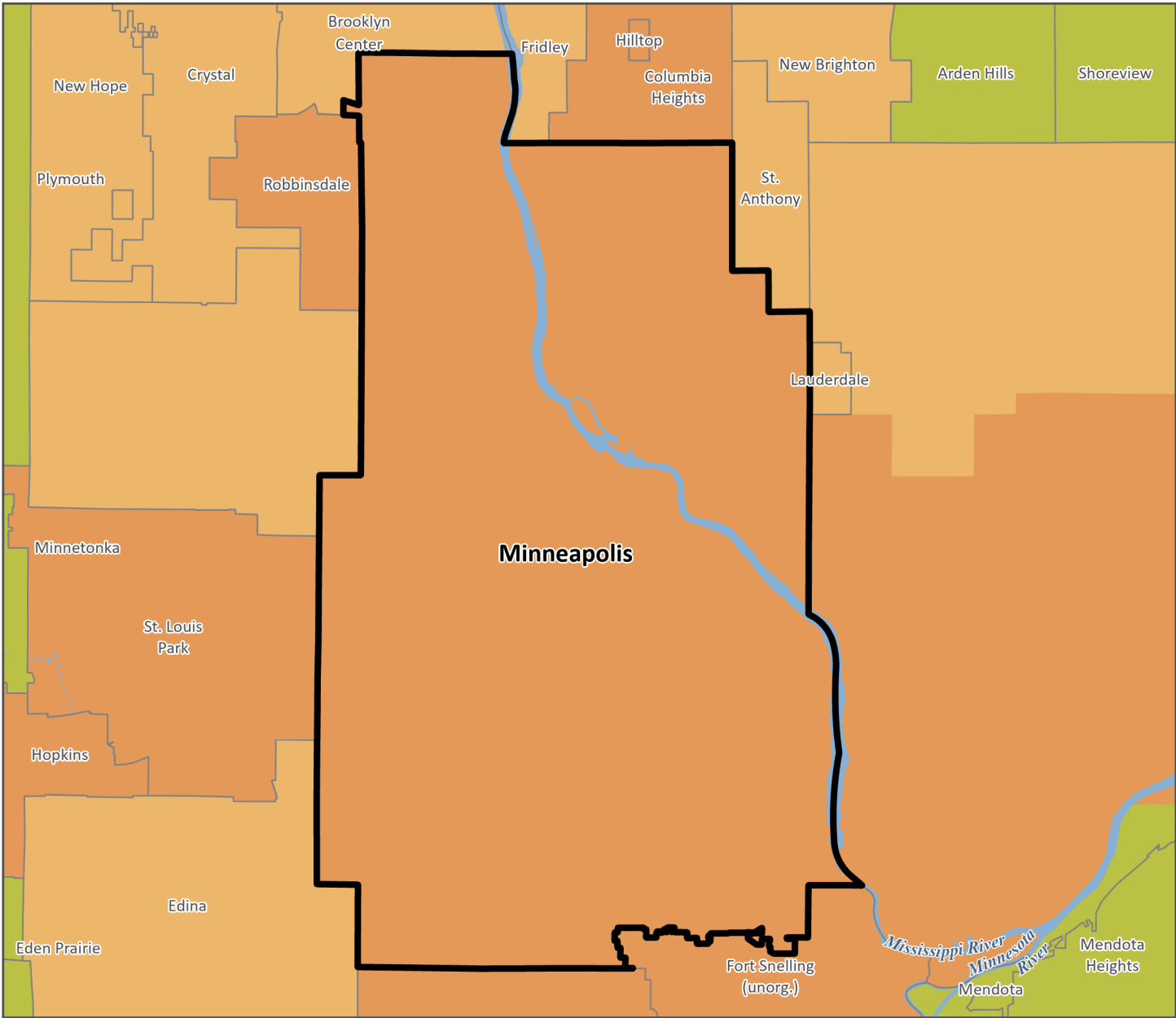
Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the Imagine 2050 Community Designations Map and the Community Designation map contained within this systems statement, communities should follow the specific guidance contained in this document. Imagine identifies the City of Minneapolis with the community designation of Urban on the Community Designation map.

Urban cities represent the densest and most centrally located local governments within the metro area, proven by extensive development that includes mixed-use areas combining residential, commercial, and cultural uses. Urban cities are fully developed, and the majority of these cities' growth occurred before or in the decades immediately following World War II. The influence of the streetcar network on their initial development resulted in a development pattern that is less dependent on personal automobiles, and most of their housing stock was built prior to 1965. Due to the age of their building stock and increased prevalence of interconnected neighborhoods which are more conducive to high frequent transit, they experience the most opportunities for redevelopment, often at significant densities. At the same time, they also confront significant environmental challenges, including elevated median surface temperatures that often exceed 93 degrees Fahrenheit, necessitating strategies for urban cooling and greening to mitigate urban heat island effects.

Specific strategies for Minneapolis can be found on your [Community Page](#) in the [Local Planning Handbook](#).

# City of Minneapolis Community Designations

Urban



## Urban Service Areas

- Urban
- Urban Edge
- Suburban
- Suburban Edge

## Rural Service Areas

- Rural Center
- Diversified Rural
- Rural Residential
- Agricultural
- Non-Council Community

# 2025 TRANSPORTATION SYSTEM STATEMENT CITY OF MINNEAPOLIS

## Transportation Policy Plan Overview

The 2050 *Transportation Policy Plan* (TPP) is the metropolitan system plan for transportation, including highways, transit, bicycle, pedestrian, freight, aviation, and travel demand management, to which local comprehensive plans must conform. The TPP also includes regional transportation objectives, supporting policies and actions, and regional performance measures. The full TPP can be found at the following url:

<https://imagine2050.metrocouncil.org/chapters/transportation>

This system statement summarizes the regional systems and any significant changes to them, other important regional transportation considerations, and changes made to the 2050 TPP since the 2040 TPP was adopted in 2015. Additionally, this system statement highlights those elements of the system plan that apply to your community. The TPP incorporates policy direction and new 2050 socioeconomic forecasts adopted by the Metropolitan Council in Imagine 2050 and extends the planning horizon from 2040 to 2050.

## Federal and State Requirements

The TPP is a document that meets both state requirements outlined in statute for a metropolitan system plan, and federal requirements as a fiscally constrained long-range investment plan for surface transportation. As the region has recently received a significant number of new and increased sources of transportation revenue, the 2050 TPP no longer includes an increased revenue scenario, but it does include additional opportunities for investment. The plan also continues to assume competitive transportation funding (e.g., state and federal discretionary programs like INFRA and Corridors of Commerce) will be sought and amended into the plan as awarded.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the projects currently identified as funded in the fiscally constrained plan, which is the official metropolitan system plan. The additional opportunities for investment may be identified separately in local plans as unfunded proposals but are not required to be included.

Federal requirements also call for metropolitan transportation plans to be performance based, so the TPP includes objectives, policies, and actions for the regional transportation system. These objectives, policies, and actions guide the Council and regional partners in their planning and investment in the surface transportation system.

In addition to reviewing this system statement, consult the TPP to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Communities should also review the Imagine 2050 Land Use Policy for land use considerations near certain transportation infrastructure. The format of this plan is different than past TPPs. The plan is no longer separated by chapter, rather each modal plan is distinguished from each other as individual investment or system plans. If the Council has a role in the funding of a regional system, the plan is identified as an investment

plan, if not, then it is identified as a system plan. There is no appendix in the 2050 TPP, supporting documentation is combined directly with the specific investment or system plan and identified as support documentation.

## 2050 Transportation Policy Plan Regional Systems

Adopted by the Metropolitan Council in February 2025, the TPP identifies the regional transportation systems, regional transportation objectives and policies, and other regional transportation issues communities should consider when producing their own comprehensive plans. This section will cover descriptions of each system and key changes made to these systems in the TPP.

### Regional Transportation Policies and Actions

In addition to identifying regional systems and investment needs, the TPP includes a set of policies and related actions to guide investments, planning and priorities for the regional transportation system. The policies and actions cover many topics including safety, highway planning priorities, complete streets, non-motorized transportation, equity, climate and natural systems. Communities are encouraged to incorporate regional policies in their local plans.

### Regional Highway System

The Metropolitan Highway System is made up of principal arterials, shown in Figure 1 of the *Highway Investment Plan* and included with this system statement. This system is federally known as the National Highway System. The Metropolitan Highway System is a vital element of the regional transportation system; while minor arterials are lower order roadways that provide connectivity to and relieve congestion in the principal arterial system. Principal and minor arterials combined represent the Regional Highway System.

### Key Changes from the 2040 TPP

- A major shift from previous TPPs is that potential new revenues are no longer considered a means to resolve unmet needs on the system. The 2050 TPP does not have a current and increased revenue scenario as a result. Instead, the 2050 TPP identifies funded projects in the fiscally constrained plan and additional opportunities beyond what is funded. Multiple studies completed since the 2040 TPP identified additional opportunities for investment, these are shown in figures 8 and 10.
- The 2050 TPP identifies highway investments in five major categories:
  - Safety: Figure 7 in the *Highway Investment Plan* shows regionally significant safety investments.
  - Spot mobility: Figure 8 in the *Highway Investment Plan* shows funded regionally significant spot mobility projects alongside identified additional opportunities for investment.
  - Interchanges: Figure 9 in the *Highway Investment Plan* shows funded and planned regionally significant interchange investments.
  - Managed lanes: Figure 10 in the *Highway Investment Plan* shows the existing, under construction and planned E-ZPass system. It also includes managed lane corridors which are identified additional opportunities for investment.

- Targeted regional capacity: Figure 11 in the *Highway Investment Plan* shows funded and planned regionally significant highway capacity investments. It also includes potential future capacity enhancements identified in studies.
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the *Highway Investment Plan* are now: Functional Classification, Preliminary Interchange Approval Process, and Congestion Management Process. The project list appendix item is now a separate section of the TPP, titled Long Range Highway and Transit Capital Project List. This updated list identifies projects from 2025 to 2050.

## Regional Transit System

The regional transit system is comprised of the region's transitways, regular route bus services, demand response services, transit centers and park and rides, and transit advantages. This system is operated by six different service providers in the region. The COVID-19 pandemic upended transit, and some services vary dramatically from pre-pandemic levels. Many routes were suspended in the region and are still in the process of restructuring.

### Key Changes from the 2040 TPP

- A major shift from previous TPPs is from new revenues raised to fill budget gaps in the system. A new source of revenue for transit was created in 2023 to fund operations and maintenance for the region. Similar to highways, the *Transit Investment Plan* no longer contains a current and increased revenue scenario. The projects shown in the 2050 TPP are those in the fiscally constrained plan. Additional opportunities for investment are also identified in the plan and these may be incorporated into local comprehensive plans.
- Several transitways have been implemented and opened and additional transitways have been identified in the region. Multiple arterial bus rapid transit (BRT) routes have been completed and put into operation, while more alignments have been identified in studies for future implementation. The *Transit Investment Plan* identifies investments planned to be implemented in the 2050 TPP:
  - Two light rail extensions (Green Line Extension, Blue Line Extension)
  - Two dedicated BRT routes (Gold Line, Purple Line)
  - Five arterial BRT routes (B Line, E Line, F Line, G Line, H Line)
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the Transit Investment Plan are now: Transit Design and Performance Guidelines.

## Regional Aviation System

The regional aviation system is composed of Minneapolis-St Paul International Airport, eight publicly owned regional airports, and two privately owned seaplane bases. These regional airports are owned and operated by the Metropolitan Airports Commission (MAC) and local communities.

## Key Changes from the 2040 TPP

- The MAC completed an update to the Long-Term Comprehensive Plan (LTCP) for the Minneapolis-St Paul International Airport in 2024. This update moves the planning horizon to 2040 with new operation forecasts, anticipated noise impacts and capital project needs.
- The Aviation System Plan now identifies all facilities where aviation activity may take place in the region beyond regional airports. These facilities may be incorporated into and considered in local planning. Aviation appendix items of the TPP are now included as a single support document titled Aviation Supporting Information.

## Regional Bicycle System

The regional bicycle system is identified through the Regional Bicycle Transportation Network (RBTN). The RBTN is made up of alignments and corridors. Corridors are shown where more specific alignments within those corridors have not yet been designated. The process used to develop the RBTN, the general principles and analysis factors used in its development, and studies done to analyze and update the network can be found in the *Bicycle Investment Plan*. The RBTN was established in the 2040 TPP with the intent of achieving the following goals:

- Establish an integrated and seamless network of on-street bikeways and off-road trails.
- Provide the vision for a “backbone” arterial network to serve daily bicycle trips by connecting regional destinations and local bicycle networks.
- Encourage cities, counties, park agencies, and the state to plan and implement future bikeways in support of the network vision.

The RBTN also incorporates regional bicycle barriers which are established in the TPP as the region’s most significant physical barriers to everyday bicycle travel and include freeways and expressways, railroad corridors, and secondary rivers and streams. They were developed and analyzed through the [Regional Bicycle Barrier Study](#), the map which displays these barriers can be found here: [Regional Bicycle Barriers Map](#).

## Key Changes from 2040 TPP

- The RBTN has been refined and expanded since it was first implemented in the 2040 TPP. Requests from local governments to add and revise RBTN corridors and alignments prompted the [Regional Bicycle Guidelines and Measures Study](#) which developed specific measures used in reviewing update requests submitted by local agencies.
- The RBTN undergoes a formal update of alignments and corridors about every 2 years. The next formal update will take place in 2025 prior to the 2026 Regional Solicitation.

## Regional Freight System

The regional freight system is composed of interconnecting transportation modes, some of which are unique to freight and some which overlap with passenger travel modes. There are five distinct modes of freight transportation: highway trucks, railroads, river barges, air freight, and pipelines. Combined with intermodal or warehouse/distribution terminals and supporting



infrastructure these modes of transportation comprise the regional freight system, known as the Metropolitan Freight System.

### **Key Changes from 2040 TPP**

- E-commerce has become an increasingly important segment of freight movements and deliveries of goods to homes. The [Urban Freight Distribution Study](#) focused on e-commerce trends and impacts or opportunities of last-mile parcel deliveries in regional communities. The study notes that as urban deliveries become more common local communities are encouraged to create curb management policies, consider delivery needs in their complete streets planning and identify microhubs for last mile parcel distribution in addition to other recommendations.

## **Pedestrian System**

The Council coordinates with local partners on pedestrian issues and trends, and aids in funding for pedestrian needs in a variety of ways.

### **Key Changes from 2040 TPP**

- In previous TPPs pedestrian and bicycle travel were combined into one chapter and discussed together. The pedestrian system is now discussed and considered as an independent investment section of the 2050 TPP.
- To address rising pedestrian danger on our streets, the Council undertook a study to create the [Pedestrian Safety Action Plan](#), which was released in 2022. This plan includes analysis of crash trends in the region, recommendations of actions to take to increase pedestrian safety, and a weighted crash score on every road in the region to aid in future safety planning and project prioritization. Communities are encouraged to incorporate the plan's findings into the pedestrian elements of their comprehensive plans.

## **Travel Demand Management**

Travel demand management (TDM) is the application of strategies, programs and policies to increase the efficiency of transportation systems by reducing travel demand, or redistributing this demand in space or in time. These initiatives are intended to inspire new travel habits to support infrastructure investments and a more efficient use of the transportation system by reducing the demand for personal vehicle trips.

### **Key Changes from 2040 TPP**

- TDM has its own dedicated investment plan and discussion in the 2050 TPP, which is completely new to the plan. This section describes key partners in TDM in the region and identifies roles and responsibilities for these partners. As a result of this new investment plan, local communities are being asked to discuss how they include travel demand management strategies in their local plans, since some of them have relationships to land use controls and ordinances.
- The Council conducted the Regional Travel Demand Management Study that concluded with the [Regional Travel Demand Management Action Plan](#) in 2023. The Action Plan outlines a structure for a regional TDM program to implement and operationalize

strategies, programs and incentives that achieve reductions in single-occupant vehicle trips, vehicle-miles traveled, and greenhouse gas emissions through travel behavior change. The Action Plan is summarized in the 2050 TPP Travel Demand Management Investment Plan.

## System Plan Considerations Affecting Your Community

Your community should consult the complete TPP in preparing its local comprehensive plan. In addition, your community should consult Imagine 2050 and the current version of the Metropolitan Council's Local Planning Handbook (LPH) for specific information needed in its comprehensive plan. Specific system plan considerations affecting your community are detailed below.

### Regional Highway System

There are principal arterials located within your community:

- Interstate 94
- Interstate 394
- Interstate 35W
- Trunk Highway 55
- Trunk Highway 62
- Trunk Highway 77

The 2050 TPP includes the following regional highway mobility improvements in your community as shown in the *Highway Investment Plan* Figures 8, 9, 10, 11:

- Planned Managed Lanes:
  - I-35W - Mississippi River to Ramsey County Rd C
  - I-94 - TH 252 to I-394

The TPP includes programmed safety investments in your community, these investments can be seen on this system statement and in Figure 7 of the TPP. Communities should incorporate these investments in your local plans and consider local planning to support these investments on your local system.

### Regional Transit System

Your community is located within the following Transit Market Areas: TMA 1 and TMA 2.

- TMA 1: primarily Urban and Urban Edge communities where walkability and density of population and jobs can support higher transit service levels. Transit in these areas provides a dense network of routes with frequent, all-day service that serves a wide variety of trip purposes.
- TMA 2: primarily Urban and Urban Edge communities where walkability and density of population and jobs can support higher transit service levels. Transit in these areas provides a dense network of routes with frequent, all-day service that serves a wide variety of trip purposes. Market Area 2 typically has a similar route structure to Market Area 1, but lower levels of service, as demand warrants.

Your community is located within the Transit Capital Levy District.

Your community should acknowledge in your local comprehensive plan existing transitway and planned investments for your community in the TPP. The transitways with a mode and alignment identified located within your community are: Blue Line, Green Line, Orange Line, A Line, B Line, C Line, D Line, E Line, F Line, G Line, Northstar.

In addition, land use density requirements are also connected to the regional high frequency bus network, the high frequency bus routes in your community are: Route 2, 3, 5, 6, 10, 11, 18, 21. Refer to the [land use section of Imagine 2050](#) for residential density requirements adjacent to these networks.

The TPP includes additional opportunities for investment in transitways in your community that are under study which should be acknowledged and considered in planning. These transitways still under study are: Highway 55 BRT, Highway 169 BRT, Midtown Rail, I-35W North Corridor.

Your community should also identify potential stations along planned transitways (once identified) and adopt guiding land use policies, station-area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations consistent with Imagine 2050. Communities can find further guidance for station-area planning in the Transportation section of the LPH and the [Transit Oriented Development Guide](#).

## Regional Aviation System

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference. Local comprehensive plans can also begin to consider other aviation uses which do not take place at airports, like drones.

Your community is within the influence area of Minneapolis-St Paul International Airport. The LTCP for this airport is shown in the Aviation Supporting Information document of the TPP. The full LTCP can be found [here](#). The MSP International Airport LTCP has been updated since the 2040 TPP was last updated in 2020. Communities influenced by this airport should review the LTCP to ensure that the updated comprehensive plan developed by the community remains consistent with the airport plan. Consult the LPH for specific comprehensive planning requirements and considerations such as airport zoning, noise and other environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements, and general land use compatibility.

Local communities should also consider other facilities which may generate aviation activity, such as heliports or private air facilities. To see all aviation facilities in the region including those that are not defined as a part of the regional aviation system, refer to Figure 6 of the *Aviation System Plan*.

## Regional Bicycle Planning

The RBTN is depicted on Figure 2 of the *Bicycle Investment Plan*. The network consists of Tier 1 and Tier 2 corridors and alignments. These are not intended to be the only bicycle facilities in the region, and local units should also include local network plans in their communities.

In your community there are 60 RBTN corridors and alignments. Your community should incorporate the RBTN map within your local bicycle plan maps and use your comprehensive planning process to identify suitable alignments within and along the RBTN corridors for future incorporation into the TPP. In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board's biannual regional solicitation.

In your community there are multiple identified bicycle barrier crossings. To determine which regional bicycle barriers and prioritized barrier crossing improvement locations occur within your community, please review the [Regional Bicycle Barriers Online Map](#). The tiered crossing improvement locations are used as one alternative criterion in the Regional Solicitation to distribute federal transportation funds. Communities are encouraged to analyze and address the need for new bicycle barrier crossings or improved bicycle facilities at existing barrier crossings.

## Regional Freight Planning

The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.

The Metropolitan Freight System and the National Highway Freight Network are shown in Figures 1 and 5 of the *Freight Investment Plan*, respectively. The following regional freight facilities are in your community: rail terminals, five active freight railroads, I-94, I-394, I-35W. These networks and facilities should be incorporated into your local comprehensive plan. The local plan should also plan for compatible adjacent land uses, consider last-mile freight delivery needs and curb management strategies for local deliveries, if applicable. Refer to the *Urban Freight Distribution Study* for specific guidance on how to consider e-commerce and local deliveries on the local transportation system.

## Other Transportation Policy Plan Considerations

### Pedestrian Planning

The Council encourages local governments to address pedestrian needs for transportation in their local comprehensive plans. The necessary planning for pedestrians can be done within your community's comprehensive plan. An adopted pedestrian, active transportation, or multimodal plan can be included as an addendum to or in addition to the comprehensive plan. This planning should also include ensuring your local community has a current ADA self-

evaluation that covers the public rights-of-way for transportation. Agencies with 50 or more employees must also have an adopted ADA transition plan, not just a self-evaluation.

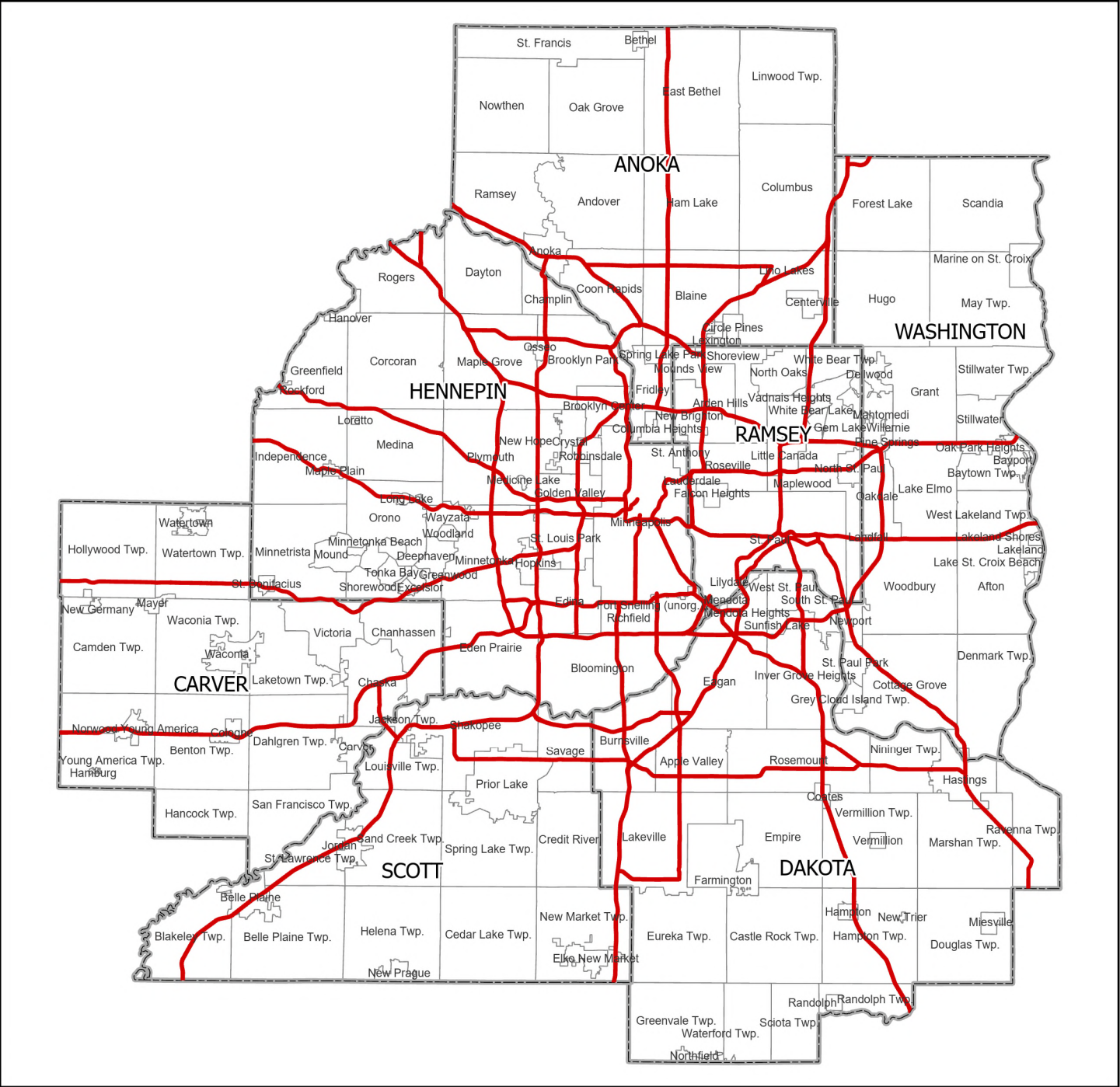
### **Travel Demand Management**

The Council encourages local governments to address travel demand management needs for areas which experience traffic congestion. Your community is served by Move Minneapolis and Metro Transit Commuter Programs. Local governments should identify the transportation management organization which serves their community and describe any policies, ordinances, practices or programs in place which would aid in regional TDM work in their local comprehensive plans.

### **Greenhouse Gas Emissions**

State law directs the Minnesota Department of Transportation to establish targets to meet greenhouse gas (GHG) emissions reduction for the seven-county metro to reach net-zero emissions in the transportation sector by 2050. Your community must include plans or strategies to limit GHG emissions on the surface transportation system in your comprehensive plan to meet the designated regional targets.

# Principal Arterial Highways

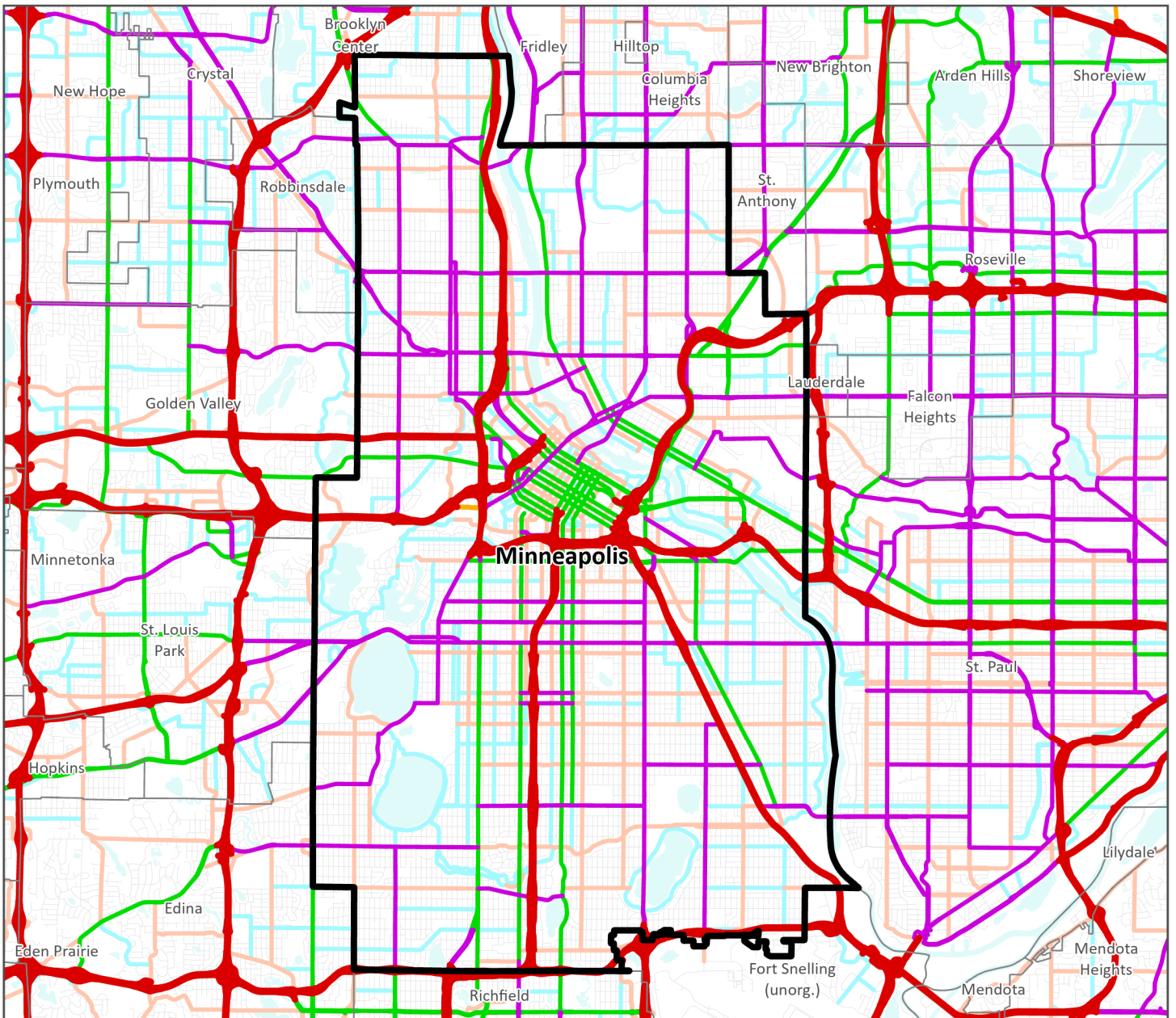


Principal Arterial Roads



# City of Minneapolis

## Functional Class - All Roads

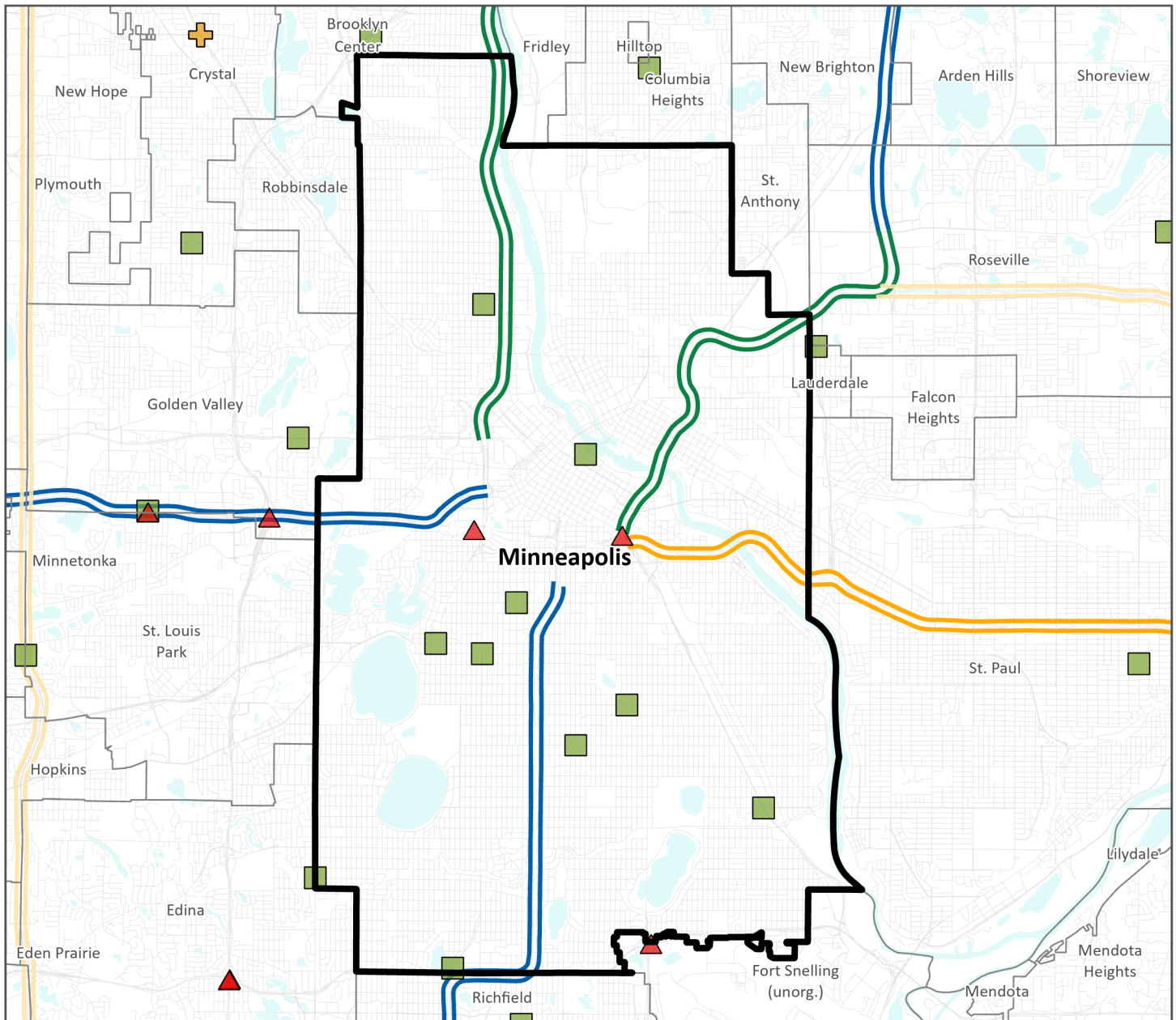


### Functional Class

- Principal Arterial
- Minor Arterial Augmentor
- Minor Arterial Reliever
- Minor Arterial Expander
- Minor Arterial Connector
- Major Collector
- Minor Collector
- Local Roads



# City of Minneapolis Long Range Highway Projects

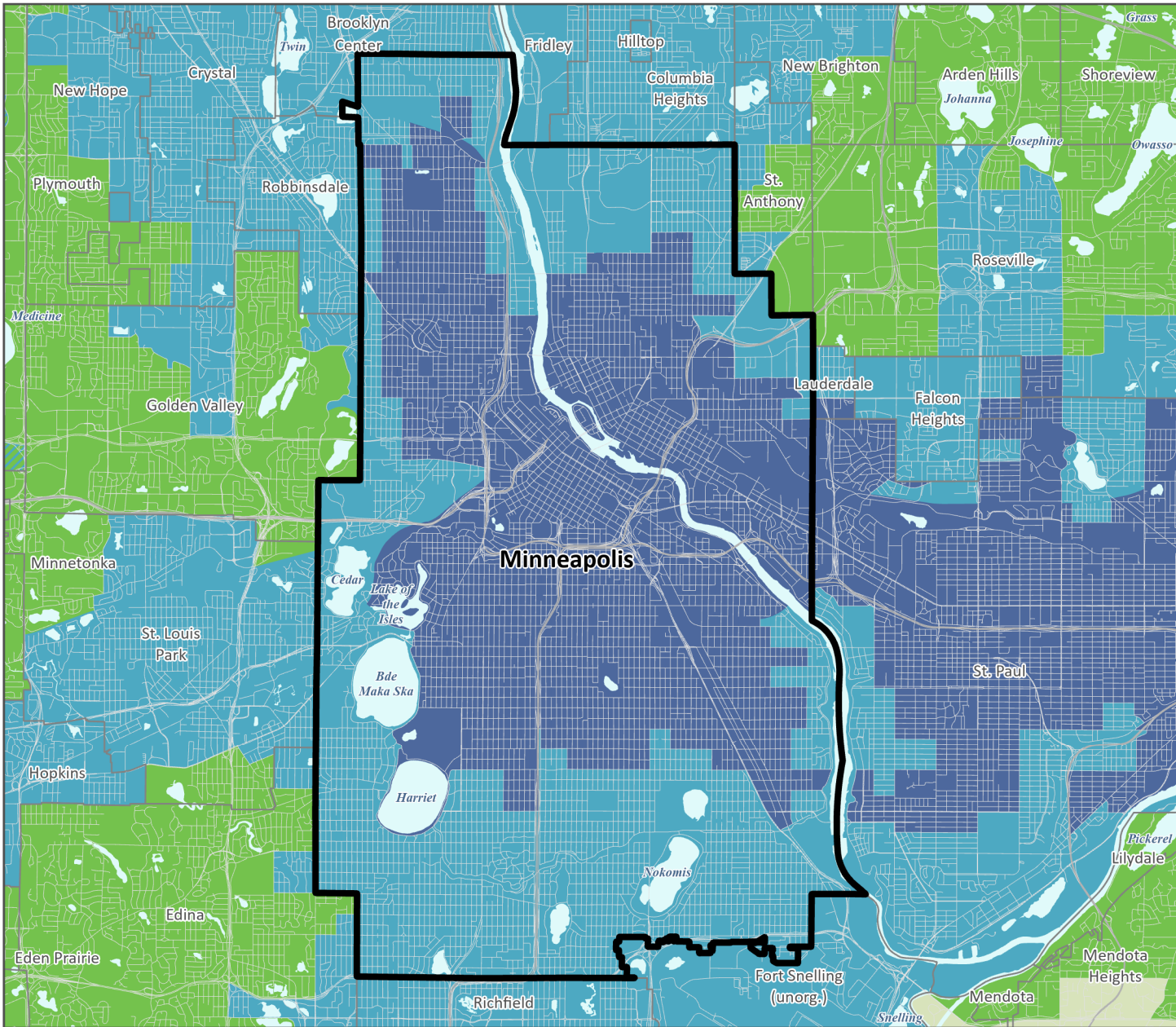


- Interchanges
- Targeted Regional Capacity
- Safety
- Spot Mobility

## E-ZPass System

- Existing E-ZPass System
- Under Construction E-ZPass
- Planned Managed Lanes
- Under Study Managed Lanes
- Vision Managed Lanes

# City of Minneapolis Transit Market Areas



Transit Market Areas

TMA 1

TMA 2

Emerging TMA 2

TMA 3

Emerging TMA 3

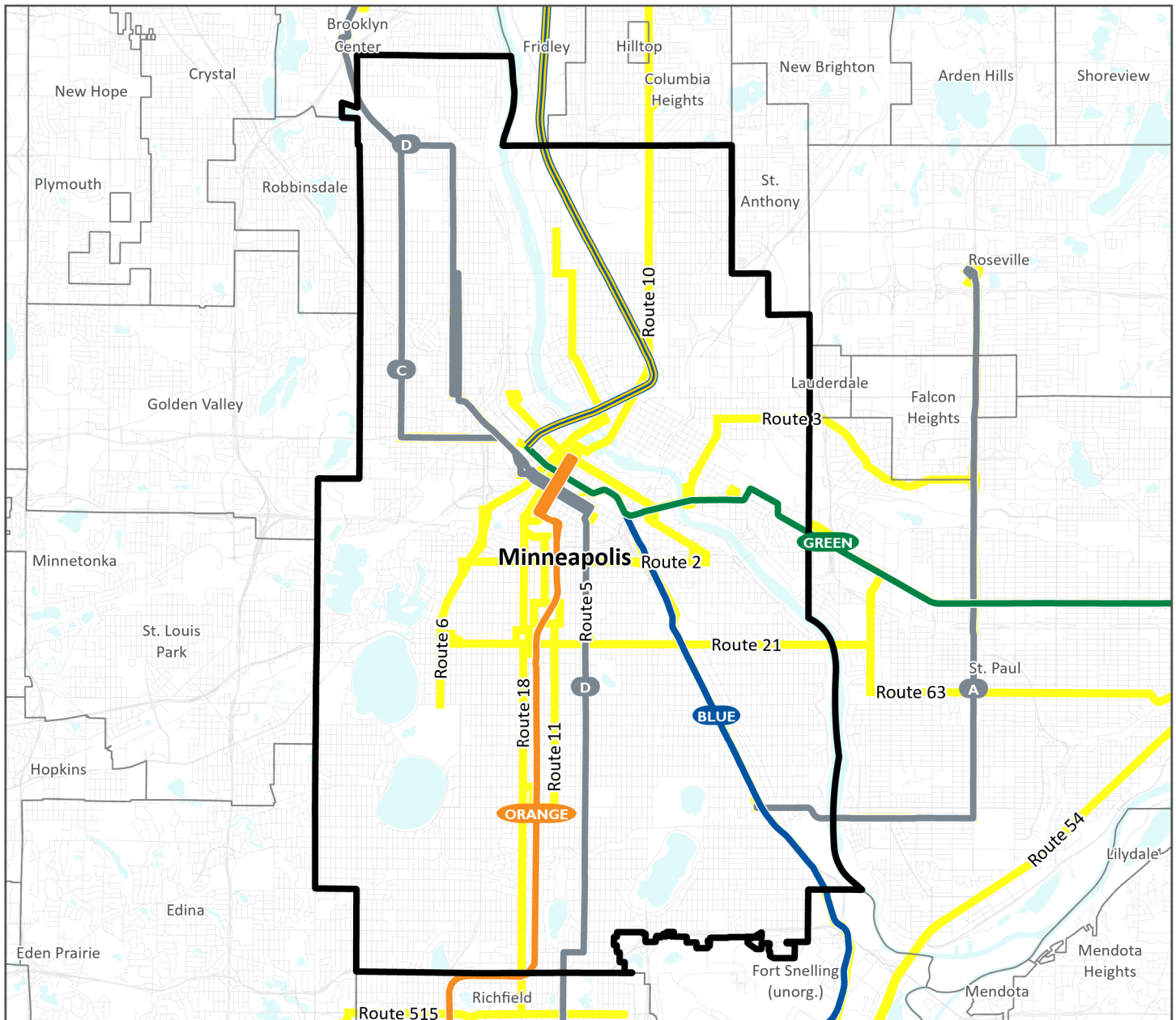
TMA 4

TMA 5

Freestanding Town Center

# City of Minneapolis

## Current Transitways and High Frequency Bus Network



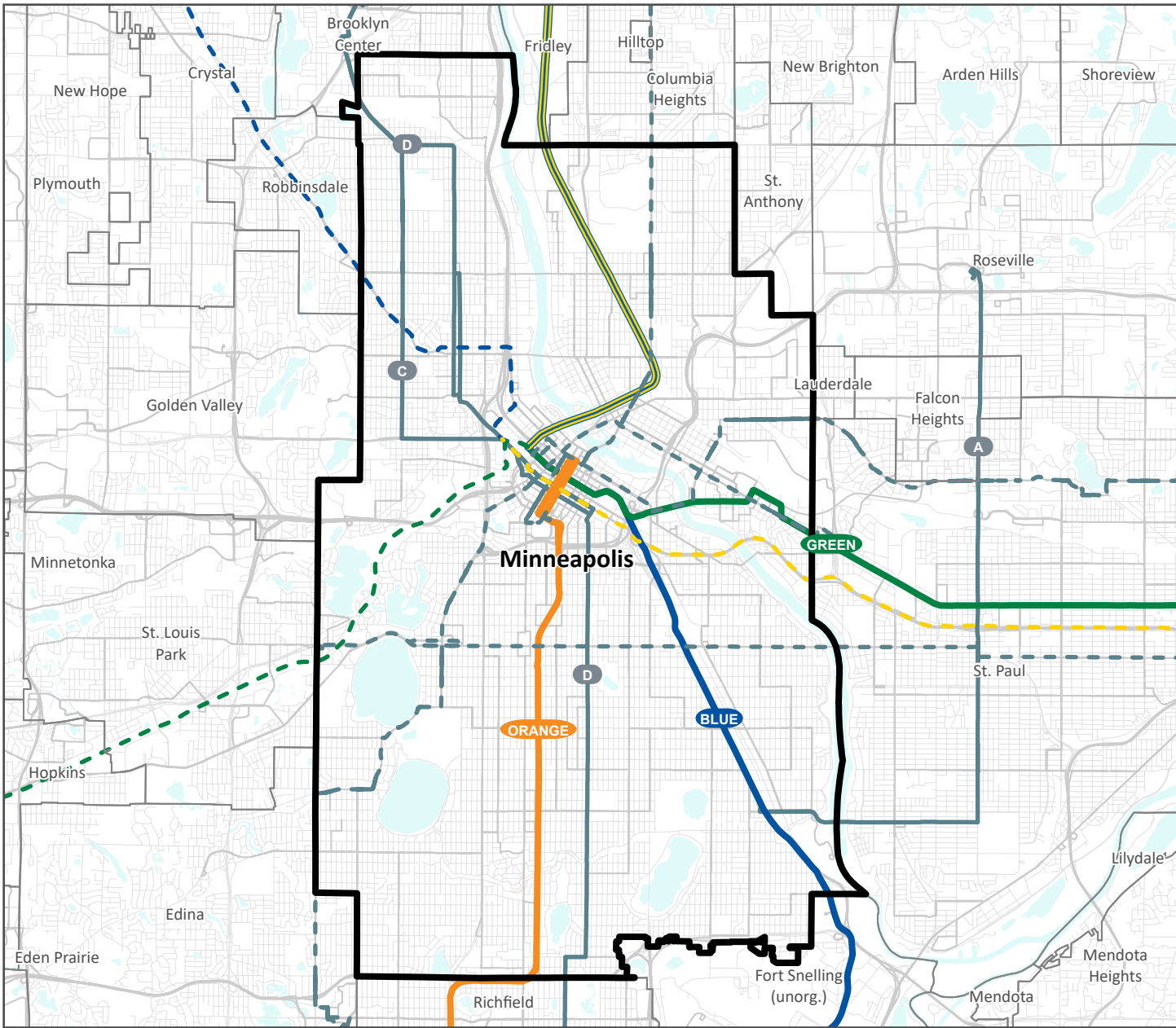
### Existing Transitways

- A Line
- C Line
- D Line
- Blue Line
- Green Line
- Northstar
- Orange Line
- Red Line
- Gold Line
- High Frequency Network



# City of Minneapolis

## Transitway Expansion Investments

























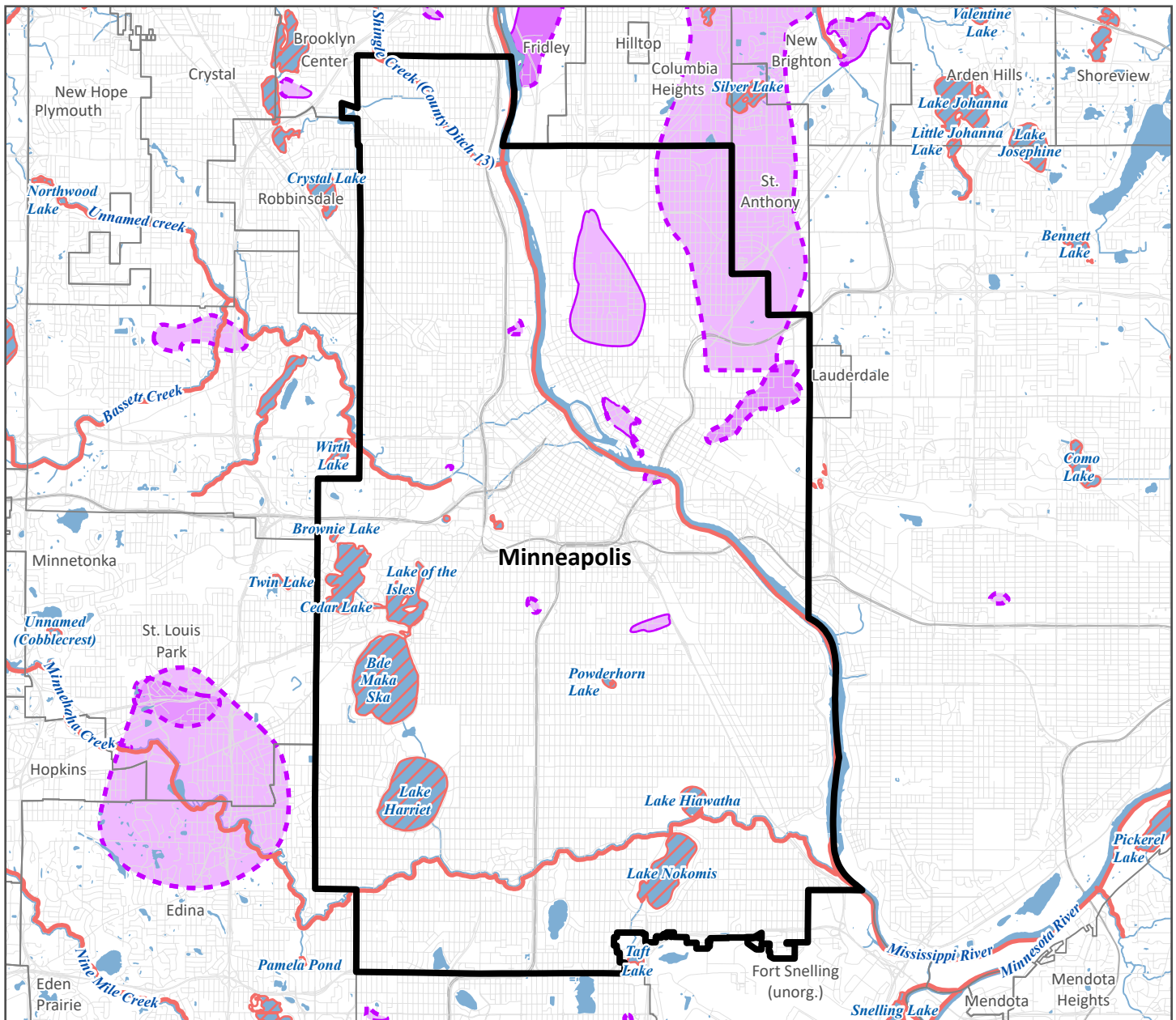






# City of Minneapolis

## Water Contamination and Impaired Waters



### Minnesota Groundwater Contamination Atlas

- High Confidence Boundary
- - - Low Confidence Boundary
- Groundwater area of concern \*

### Minnesota's 2024 Impaired Waters List

- Impaired Rivers or Streams
- Impaired Lake

\* darker shades of purple represent multiple overlapping areas of concern





# REGIONAL PARKS AND TRAILS SYSTEM STATEMENT CITY OF MINNEAPOLIS

## Overview of the Regional Parks and Trails System

The Regional Parks and Trails System includes 66 regional parks, park reserves, and special features, plus more than 487 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks and Trails System is well-loved by our region's residents and attracted over 69 million visits in 2023.

The organizational structure of the Regional Parks and Trails System is unique, built upon a strong partnership between the Met Council and the ten regional park implementing agencies that own and operate Regional Parks and Trails System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The 2050 Regional Parks and Trails Policy Plan advances the Imagine 2050 regional goals and core values including Equity, Leadership, Accountability, and Stewardship by striving to:

- **Foster equity and belonging:** Connect people with nature, community, and cultural landscapes to better support their physical, mental, and emotional well-being
- **Take care of what we have:** Reinvest in existing regional parks and trails to maintain and enhance visitor experiences
- **Protect and restore:** Protect and restore natural systems to safeguard the well-being of all living things
- **Adapt and mitigate:** Increase the region's resilience to climate change through land stewardship practices that mitigate greenhouse gases and adapt to future climates
- **Meet future needs:** Meet the growing demand for regional parks and trails through strategic and timely land acquisition and development.

## Key Concepts in the 2050 Regional Parks and Trails Policy Plan

The 2050 Regional Parks and Trails Policy Plan includes the following policies, each with specific associated strategies:

- **System Plan policy:** Maintain a robust and current set of data, maps, plans, processes, and applications to support regional parks and trails planning.
- **Natural Systems policy:** Identify lands with high-quality natural features and/or with high restoration potential that are desirable for Regional Parks and Trails System activities and put these lands in a protected status so they will be available for recreational uses and preservation purposes in perpetuity.
- **Climate Resilience policy:** Adapt and enhance the Regional Parks and Trails System to promote resilience to climate change, including the mitigation of greenhouse gas emissions.

- **Planning policy:** Promote long-range planning and help provide integrated resource planning across jurisdictions in order to create a seamless system that connects everyone to the outdoors.
- **System Protection policy:** Protect public investments in acquisition and development by assuring that every component in the system is able to fully carry out its designated role.
- **Recreation, Facilities, and Programming policy:** Foster a sense of belonging by providing a wide spectrum of leisure and play opportunities while connecting people, places, and the natural world.
- **Finance policy:** The Met Council administers, provides financial oversight, and collaborates with a range of partners to fund the ten regional park implementing agencies in support of the Regional Parks and Trails System.

The 2050 Regional Parks and Trails Policy Plan is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the 2050 Regional Parks and Trails Policy Plan at the following url:

<https://imagine2050.metrocouncil.org/chapters/regional-parks-and-trails>.

## Key Changes in the 2050 Regional Parks and Trails Policy Plan

Adopted by the Met Council in February 2025, the 2050 Regional Parks and Trails Policy Plan incorporates the following changes:

- Unit name changes
  - Anoka County
    - “Northwest Search Area” changed to “Sugar Hills Search Area”
  - Dakota County
    - “Lebanon Hills-Big Rivers Greenway Trail Search Corridor” changed to “Lebanon Hills-Minnesota River Greenway Trail Search Corridor”
    - “Lebanon Hills-Mendota Greenway Regional Trail, Highway 62 segment” changed to “Lebanon Hills Greenway Regional Trail”
  - Scott County
    - “Scott West Regional Trail” changed to “Big Woods Regional Trail”
    - “Minnesota River Bluffs Extension and Scott County Connection Regional Trail” changed to “Merriam Junction Regional Trail”
    - “Louisville Trail Search Corridor” changed to “Merriam Junction Regional Trail”
    - Portion of “Southern Scott Trail Search Corridor” changed to “Shallow Waters Regional Trail”
- Trail refinements
  - Three Rivers Park District’s Dakota Rail Regional Trail Search Corridor Extension moving the trail terminus from Highway 494 to Minnetonka City Hall
  - Three Rivers Park District is transferring a portion of the Lake Minnetonka Regional Trail to Carver County
- Future 2028/2029 system additions process candidates
  - Ramsey County’s Rice Creek North Regional Trail Boundary Adjustment adding 2,407 acres to the current 792 acres at the former Twin Cities Army Ammunition Plant
  - Three Rivers Park District’s 5.5-mile West Minnehaha Creek Trail Corridor Study Area
  - Dakota County’s 58-acre Thompson County Park Study Area in West St. Paul serving the outdoor recreational needs of the more than 50,000 residents who live in the northern portion of Dakota County

The 2050 Regional Parks and Trails System Plan Map is depicted in Figure 1. Minneapolis should consult the complete 2050 Regional Parks and Trails Policy Plan in preparing its local comprehensive

plan. In addition, your community should consult Imagine 2050 and the current version of the Met Council's Local Planning Handbook for specific comprehensive plan requirements.

## 2050 Regional Parks and Trails System Units

The Regional Parks and Trails System comprises four main types of units: regional parks, park reserves, special features and regional trails.

- **Regional parks** contain a diversity of natural features, either naturally occurring or restored, and are typically 200-500 acres in size. Regional parks accommodate a variety of outdoor recreation activities. In 2024, a total of 46 regional parks are open to the public.
- **Park reserves**, like regional parks, provide for a diversity of outdoor recreation activities. One major distinguishing feature is that the minimum size for a park reserve is 1,000 acres. Additionally, regional park implementing agencies are required to manage at least 80% of the park reserve as natural lands that protect the ecological functions of the native landscape. As of 2024, a total of 12 park reserves were open to the public.
- **Special features** provide opportunities not generally found in the regional parks, park reserves, or trail corridors. Special features often require a unique managing or programming effort. As of 2024, there are eight special features open to the public.
- **Regional trails:** The Met Council has defined two major types of trails to serve the region: destination or greenway trails and linking trails. Destination or greenway trails typically follow along corridors with high-quality natural features that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks and Trails System units. As of 2024, 56 regional trails totaling approximately 487 miles were open for public use.

## 2050 Regional Parks and Trails System Components

The 2050 Regional Parks and Trails Policy Plan identifies five components which together comprise the vision for the Regional Parks and Trails System in 2050, as described below.

- **Existing Regional Parks and Trails System facilities** are open for public use and include land that is owned by regional park implementing agencies. They may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.
- **Planned Regional Parks and Trails System facilities (not yet open to the public)** have a Council-approved long-range plan and may be in stages of acquisition and development but are not yet open for public use.
- **Regional Parks and Trails System boundary adjustments** include general areas identified as potential additions to existing Regional Parks and Trails System facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.
- **Regional Park and Special Feature search areas** include general areas for future regional parks and special features to meet the recreational needs of the region by 2050 where the regional park boundary has not yet been planned.
- **Regional trail search corridors** include proposed regional trails to provide connections between Regional Parks and Trails System facilities where the trail alignment has not yet been planned.

## System Plan Considerations Affecting Your Community

The following Regional Parks and Trails System Components within Minneapolis are identified in the 2050 Regional Parks and Trails Policy Plan:



## *Regional Parks, Park Reserves, and Special Features*

- **Above the Falls Regional Park:** This is an existing regional park with an established boundary. Above the Falls Regional Park, at 140 acres, is located in Minneapolis and connects North Mississippi Regional Park, Shingle Creek Regional Trail, St. Anthony Parkway Regional Trail, and Central Mississippi Riverfront Regional Park. It provides scenic views of the Mississippi River as well as multiple spaces for children's and sports activities. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Central Mississippi Riverfront Regional Park:** This is an existing regional park with an established boundary. Central Mississippi Riverfront Regional Park, at nearly 200 acres, is located in Minneapolis and connects Above the Falls Regional Park, Cedar Lake Regional Trail, and Mississippi Gorge Regional Park. It provides space for numerous recreational activities within an interconnected park, open space, and trail system. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Minneapolis Chain-of-Lakes Regional Park:** This is an existing regional park with an established boundary. Minneapolis Chain-of-Lakes Regional Park, at nearly 1,550 acres, is located in Minneapolis and connects Theodore Wirth Regional Park, Luce Line Regional Trail, Cedar Lake Regional Trail, Kenilworth Regional Trail, Midtown Greenway Regional Trail, and Minnehaha Parkway Regional Trail. It connects several popular lakes on the west side of the city through trails, lakeside amenities, and gardens. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Minnehaha Regional Park:** This is an existing regional park with an established boundary. Minnehaha Regional Park, at nearly 170 acres, is located in Minneapolis and connects to the Minnehaha Parkway Regional Trail and Mississippi Gorge Regional Park. It is home to the impressive Minnehaha Falls, and provides spaces to gather in picnic shelters, take in a show at the bandstand, recreate on the many paths and at the disc golf course, and includes a mix of other opportunities to enjoy the outdoors. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Mississippi Gorge Regional Park:** This is an existing regional park with an established boundary. Mississippi Gorge Regional Park, at nearly 130 acres, is located in Minneapolis and connects to Central Mississippi Riverfront Regional Park, Minnehaha Regional Park, and Minnehaha Parkway Regional Trail. It provides miles of trails and access to the Mississippi River. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Nokomis-Hiawatha Regional Park:** This is an existing regional park with an established boundary. Nokomis-Hiawatha Regional Park, at nearly 650 acres, is located in Minneapolis and connects to Minnehaha Parkway Regional Trail and Nokomis-Minnesota River Regional Trail. The park includes multiple beaches, cross-country ski access, and numerous sports opportunities. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **North Mississippi Regional Park:** This is an existing regional park with an established boundary. North Mississippi Regional Park, at nearly 110 acres, is located in Minneapolis and connects to Above the Falls Regional Park and Shingle Creek Regional Trail. It includes a nature center, biking and walking paths, a wading pool, and recreational open space. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Theodore Wirth Regional Park:** This is an existing regional park with an established boundary. Theodore Wirth Regional Park, at nearly 740 acres, is located in Minneapolis and Golden Valley and connects to Victory Memorial Parkway Regional Trail, Luce Line Regional Trail, and Minneapolis Chain-of-Lakes Regional Park. It provides multiple miles of paved and natural surface trails, cross country ski access, and open park land. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.

## Regional Trails

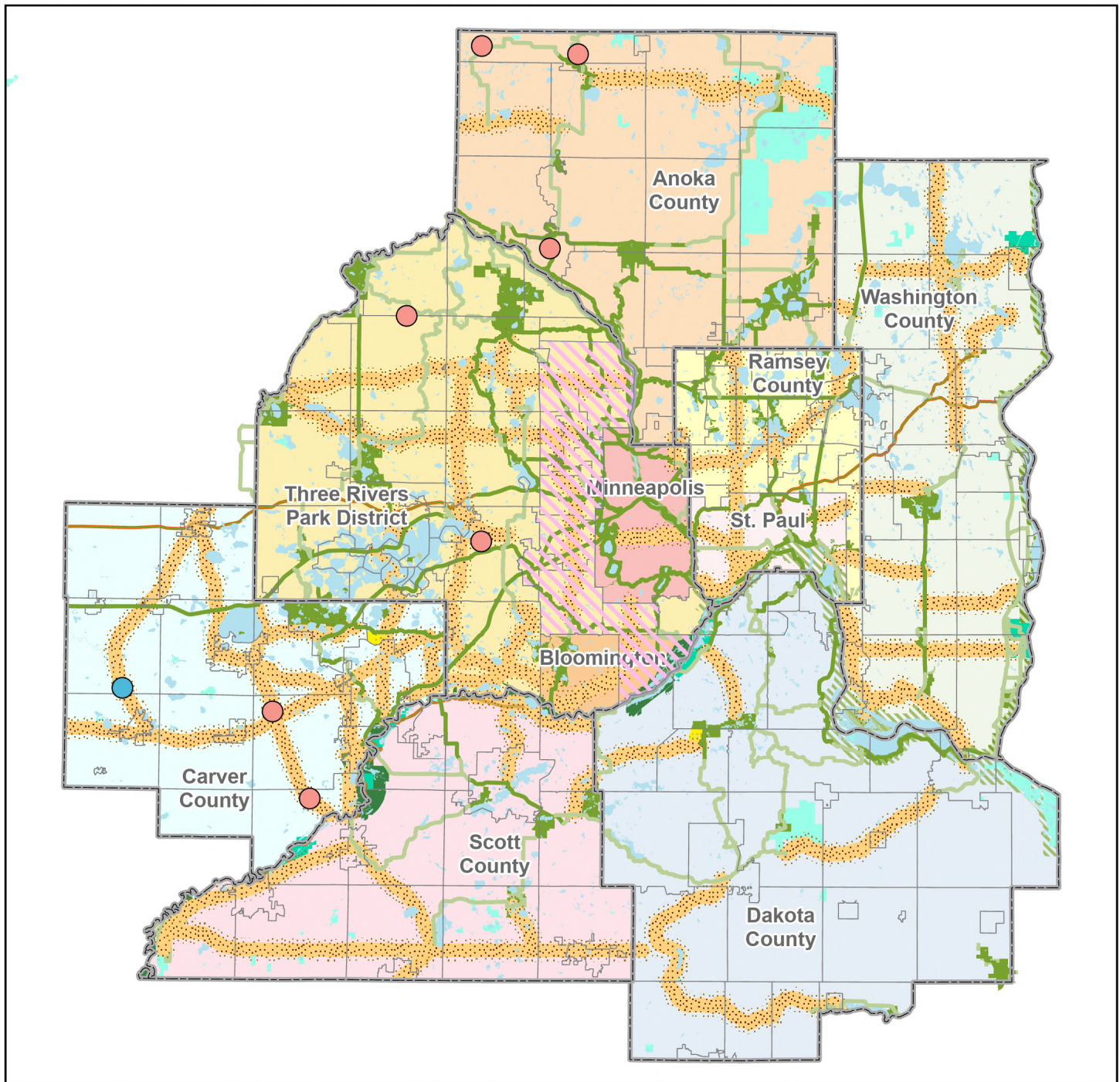
- **Cedar Lake Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Minneapolis, St. Louis Park, and Hopkins as it connects Kenilworth Trail Regional Trail, Minneapolis Chain of Lakes Regional Park, Bassett Creek Regional Trail and Central Mississippi Riverfront Regional Park. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Columbia Parkway Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Minneapolis and connects to St. Anthony Parkway Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Grand Rounds Missing Link Regional Trail:** This is a planned regional trail that is not yet open to the public. The planned regional trail travels through St. Anthony and Minneapolis as it connects St. Anthony Parkway Regional Trail, Northeast Diagonal Regional Trail, Ridgway Parkway Regional Trail, and Mississippi Gorge Regional Park. The planned regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Kenilworth Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Minneapolis as it connects to the Cedar Lake Regional Trail in St. Louis Park. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Luce Line Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Minneapolis, Golden Valley, Plymouth, and Medicine Lake as it connects the Cedar Lake Regional Trail, Theodore Wirth Regional Park, the Canadian Pacific Rail Regional Trail Search Corridor, Medicine Lake Regional Trail and Luce Line State Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Midtown Greenway Regional Trail Search Corridor:** The regional trail search corridor travels through Minneapolis as it connects the Cedar Lake and Kenilworth Regional Trails to Minneapolis Chain of Lakes Regional Park and Mississippi Gorge Regional Park. When preparing its comprehensive plan, Minneapolis should verify whether a long-range plan has been approved by the Metropolitan Council. If a long-range plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Minnehaha Parkway Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Minneapolis as it connects Minneapolis Chain of Lakes Regional Park, Nokomis-Hiawatha Regional Park, Minnehaha Regional Park and Mississippi Gorge Regional Park. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Nokomis-Minnesota River Regional Trail:** This is an existing regional trail that is open to the public. The planned regional trail travels through Minneapolis, Richfield and Bloomington as it connects Nokomis-Hiawatha Regional Park and Nine Mile Creek Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Northeast Diagonal Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Minneapolis and St. Anthony as it connects Ridgway Parkway Regional Trail, the planned Grand Rounds Missing Link Regional Trail, and to St. Anthony RR Spur Regional Trail Search Corridor in Ramsey County. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Ridgway Parkway Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Minneapolis and connects the Northeast Diagonal Regional Trail and the Grand Rounds Missing Link Regional Trail Search Corridor. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

- **St. Anthony Parkway Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Minneapolis, connecting Above the Falls Regional Park, Columbia Parkway Regional Trail, the planned Grand Rounds Missing Link, Silverwood Connector Regional Trail Search Corridor, and the Northeast Diagonal Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Shingle Creek Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Minneapolis, Brooklyn Center, and Brooklyn Park as it connects Above the Falls Regional Park, Victory Memorial Parkway Regional Trail, Twin Lakes Regional Trail and Rush Creek Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan
- **Victory Memorial Parkway Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Golden Valley, Robbinsdale, and Minneapolis as it connects Theodore Wirth Regional Park and Shingle Creek Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Minneapolis Park and Recreation Board or Three Rivers Park District for more information regarding Regional Parks and Trails System Components in Minneapolis.



# Regional Parks and Trails System

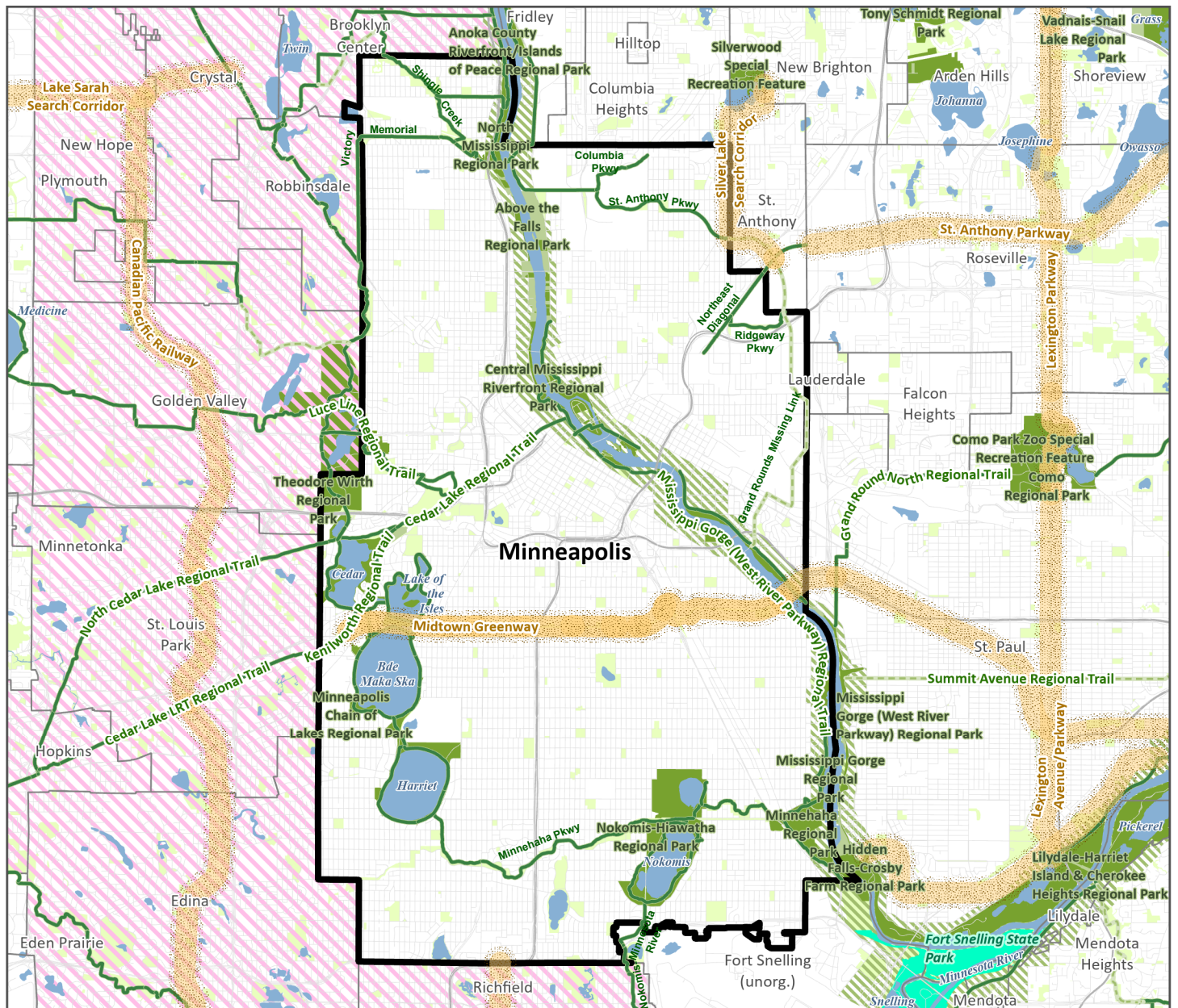


## Long-Range Plan Boundary Adjustments and Search Areas

- Boundary Adjustment
- Park Search Area
- ▨ Special Feature Search Area
- ▨ Regional Trail Search Corridor
- Regional Trail (Open to the Public)
- Planned Regional Trail (Not Open to the Public)
- State Trails
- Regional Park (Open to the Public)
- Planned Regional Park (Not Open to the Public)
- ▨ Lower St. Croix National Scenic Riverway
- ▨ Mississippi National River & Recreation Area
- State Wildlife Management Areas
- State Parks and Recreation Areas
- MN Valley National Wildlife Refuge
- Special State Recreation Features



# City of Minneapolis Regional Parks and Trails System



## Regional Parks and Trails Systems

- Boundary Adjustment
- Search Area
- Special Feature Search Area
- Regional Trail Search Corridor
- Regional Trail (Open to the Public)
- Planned Regional Trail (Not Open to the Public)
- Regional Park (Open to the Public)
- Planned Regional Park (Not Open to the Public)

## Other State and National Features

- State Trails
- State Parks and Recreation Areas
- State Wildlife Management Areas
- Special State Recreation Features
- Other Parks, Preserves, Refuges and Natural Areas
- Lower St. Croix National Scenic Riverway
- Mississippi National River & Recreation Area
- MN Valley National Wildlife Refuge