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MEMORANDUM

To: Meredith Klekotka and Kelly Morrell, Metropolitan Council

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Date: December 28, 2021

Subject: FINAL DRAFT Mobility Hubs Siting Methods and Analysis

This report describes Metropolitan Council's methodology for siting and prioritizing candidate mobility hubs across the seven-county Twin Cities region. In addition to identifying all existing and planned mobility hubs region-wide, the methodology is a framework to indicate the hub candidates that best align with local and regional mobility objectives (Figure 1). The methodology represents both an analytical protocol and a starting point for long-term monitoring of mobility hub locations, policy alignment, and determining the appropriate services, amenities, and management approaches for different types of mobility hubs.

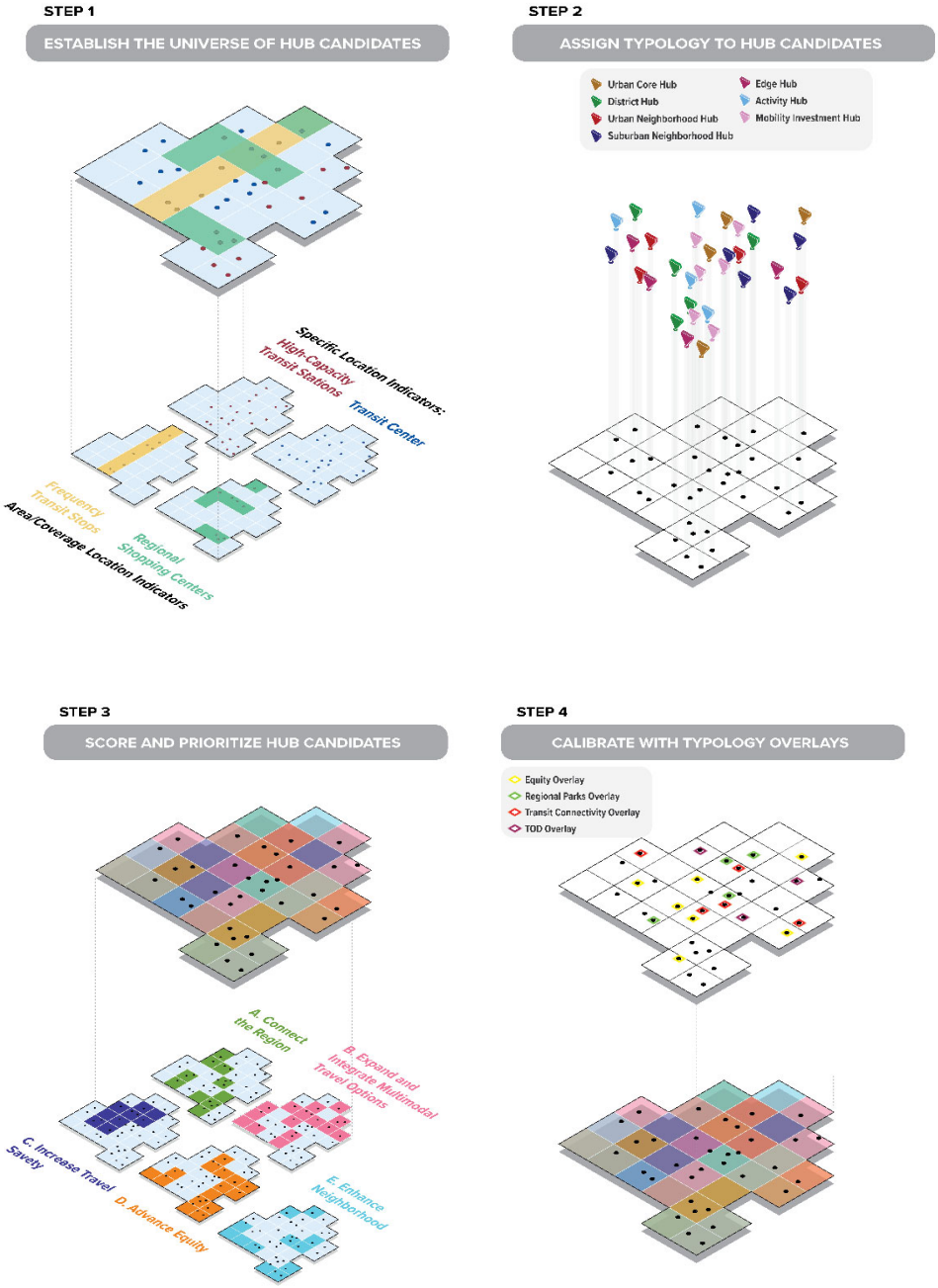
Figure 1 Regional and Local Mobility Hub Outcomes

Metropolitan Council staff will use this methodology to maintain a data-driven hub prioritization process over time. Metropolitan Council also seeks to transparently display how mobility hubs are sited, prioritized, and potentially funded through the regional solicitation process.

Figure 2 depicts the four-step methodology described throughout this memo. Step One identifies the universe of candidate hubs based on siting criteria where mobility hubs can be effective such as transit stations, major trip generators, and previously established and

recommended hub locations. Step Two defines and assigns a hub type to the universe of candidates based on land use and transportation characteristics. Step Three assigns a score to each of the hub candidates based on the data indicators tied to the outcomes and objectives of this project. Lastly, Step Four calibrates the prioritized hubs with characteristics such as equity and transit-oriented development overlays to inform implementation needs.

Figure 2 Siting and Prioritizing Analysis Methodology



STEP ONE: ESTABLISH THE UNIVERSE OF CANDIDATE HUBS

The siting analysis begins with a process to identify the universe of mobility hub candidate locations. This process is based on the core characteristics associated with mobility hubs. These indicators include:

- Transit connectivity and service, such as high-capacity transit stations, park-and-rides, transit centers, and stops along bus routes with service frequency of 12 mins or better
- Major trip generators in the Twin Cities region context such as schools, event centers, hospitals, major employer campuses, and regional shopping malls.
- Existing and previously recommended hub locations, including carshare and electric vehicle charging locations.
- Areas of mobility need, defined as the highest population and employment density zones within the areas currently not served by frequent transit.
- Metropolitan Council-defined community designed as rural centers and emerging suburban edges. These areas are included to consider hub candidates that otherwise are not covered by the previous indicators.

The universe of mobility hubs represents locations that can function as a mobility hub. The analysis uses two types of data indicators to identify mobility hub candidates based on their ability to support regional and local outcomes. The two types of data indicators require slightly different approaches to process suitability characteristics:

Specific Location Indicators

The indicators of mobility hub suitability under this category directly attach a discrete location to a hub candidate. The underlying data of these indicators identify individual points that are intrinsic to mobility hubs design. For example, transit centers, transit stations, and park and ride facilities can all be pinpointed to one address. Most indicators fall under this category directly. To ensure the locations of the universe candidates for Emerging Suburban Edge and Rural Centers, and Areas of Investment Opportunity are in the most suitable areas after the initial identification of broad areas for each category, the specific hexagon tiles are selected using satellite imagery to assess concentrations of retail or other commercial land. **Error! Reference source not found.** outlines the criteria in this category.

Figure 3 Specific Location Indicators

Criteria	Data	Source
High-Capacity Transit Stations	Blue and Green lines light rail, and NorthStar commuter rail. Transit stops identified in the *Transit Stops Boardings and Alightings* dataset	Minnesota Geospatial Commons
Transit Centers	Transit centers in the Twin Cities seven-county region, identified in the *Park & Rides and Transit Centers* dataset	Minnesota Geospatial Commons
Park and Rides	Park and rides in the Twin Cities seven-county region, identified in the *Park & Rides and Transit Centers* dataset	Minnesota Geospatial Commons
Regional Hospitals	Hospitals in the Twin Cities seven-county region, identified in the *Hospitals Serving Minnesota, 2020* dataset	Minnesota Geospatial Commons
Major Employers	Office campuses and headquarters concentrating jobs at a single address in the Twin Cities seven-county region. Identified using the *Job and Activity Centers* dataset, Minnesota Top Companies and Large Employers, information from the U.S. Department of Labor, and manual additions based on suggestions from Metropolitan Council.	Minnesota Geospatial Commons MN.gov
Education facilities	Hubs within half-mile of education institutions with an enrollment of 2,000 or more. Identified in the *Regional Bicycle Transportation Network Destinations* dataset	Minnesota Geospatial Commons
Sports and entertainment centers	Hubs within half-mile of Sports and entertainment centers. Identified in the *Regional Bicycle Transportation Network Destinations* dataset[1]	Minnesota Geospatial Commons
Previously identified candidate hubs	Hub locations that were previously implemented and recommended by regional stakeholders (including Minneapolis neighborhood mobility hub pilot locations, ABC Ramps, Hourcar EV charging station sites, Maple Grove transit center, and Shared Mobility Collaborative candidate hubs)	Procured directly by Metropolitan Council
Emerging Suburban Edge and Rural Centers	Hubs located in communities designated as Emerging Suburban Edge or Rural Centers identified in the *ThriveMSP 2040 Community Designations* dataset. To better identify the most suitable locations for mobility hubs, only hubs intersecting with the TAZ with the highest composite population and employment density in each community were selected. Land use defined as Retail and Other Commercial identified in the *Generalized Land Use 2016* dataset.	Minnesota Geospatial Commons (Community Designations) Minnesota Geospatial Commons (Land Use 2016)
Areas for Investment Opportunity	Hubs located in Areas of Concentrated Poverty and farther than half-mile of frequent bus service. To better identify the most suitable locations for mobility hubs, only hubs intersecting with the TAZ with a composite population and employment density two standard deviations above the mean were selected. Areas of Concentrated Poverty defined by the Metropolitan Council in the *Equity Considerations for Place-Based Advocacy and Decisions in the Twin Cities Region* dataset.	Minnesota Geospatial Commons

Area/Coverage Location Indicators

Location data is less precise for suitability indicators that represent a broader area. For instance, a shopping mall with transit connections may span multiple addresses. These facilities often cover a large area that is not accurately represented by a single point, making it unclear how to systematically define an exact location for a hub. These indicators are transformed to a polygon by creating a half-mile buffer around the point representing the facility. Other type of suitability indicators lacking specific location for a hub candidate include transit routes that are represented by the area within a quarter-mile of the stops with frequent service. The area representing each transformed point indicator in this category is passed through a quarter-mile hexagonal grid covering the entire Twin Cities region to obtain a set of hexagonal tiles of equal size. All candidate hub locations adjacent to other candidate hub hexagonal tiles are clustered[2] to consolidate the number of candidate hubs in each area. The number of final hubs for these indicators is relatively larger than the specific location indicators because there is more uncertainty about the exact location. This is a conservative approach to ensure all potential areas are screened and prioritized in step 3. Figure 4 outlines the criteria in this category.

Figure 4 Area/Coverage Location Indicators

Criteria	Data	Source
Frequent transit stops	Hubs within half-mile of a bus stop with at least one route with service frequency of 12 mins or better. Frequent served segments obtained from the *Transit Trip Count and Headway by Route* dataset. Then segment data snapped to stops in the *Transit Stops Boardings and Alightings* dataset	Minnesota Geospatial Commons
Regional shopping centers[(a)]	Hubs within half-mile of shopping centers. Major known shopping centers added manually and complemented through web research to add additional malls	Web research

Step One Results

The siting analysis process identified 7,029 potential mobility hub locations. The sites identified through the specific location process are directly assigned as potential hub candidates and do not go through a clustering process. The area/coverage indicators yield candidate hub locations across multiple hex grid cells, making it necessary to narrow them down to just those areas that are most suitable for mobility hubs. For the frequent transit and regional shopping centers, a GIS clustering process consolidates proximate locations into an individual hex tile. For the emerging suburban edge, rural centers, and areas for investment opportunity, a more detailed, manual method is needed to ensure that the clustering process does not end at farmlands, industrial areas, rivers, forests, and other unsuitable locations. The candidate hub locations for these indicators were selected using aerial imagery to select only the hex tiles most suitable for hub candidates. Figure 5 presents the number of hubs before and after clustering for each indicator. Both numbers are the same for the specific location indicators because they did not advance to the clustering process.

Figure 5 Potential hubs before and after clustering by indicator type

Indicator Type	Criteria	Number of hex tile locations before clustering/cleaning	Number of hubs after clustering/cleaning
Specific Location	High-Capacity Transit Stations	162	162
Specific Location	Transit Centers	31	31
Specific Location	Park and Rides	96	96
Specific Location	Regional Hospitals	26	26
Specific Location	Major Employers	38	38
Specific Location	Previously identified candidate hubs	147	147
Specific Location	Education facilities	13	13
Specific Location	Sports and entertainment centers	13	13
Area/Coverage location (manually cleaned using satellite imagery)	Emerging Suburban Edge and Rural Centers	2,349	44
Area/Coverage location (manually cleaned using satellite imagery)	Areas for Investment Opportunity	1,094	22
Area/Coverage location	Frequent transit stops	2,478	88
Area/Coverage location	Regional Shopping Centers	582	24

Figure 6 maps the universe of potential hub locations throughout the seven county Twin Cities region. Figure 7 illustrates the universe of candidate hub locations in the West Metro Area (Minneapolis) and Figure 8 in the East Metro Area (St. Paul) where there is a higher density of mobility hub candidates.

Figure 6 Universe of candidate hubs in the Twin Cities region

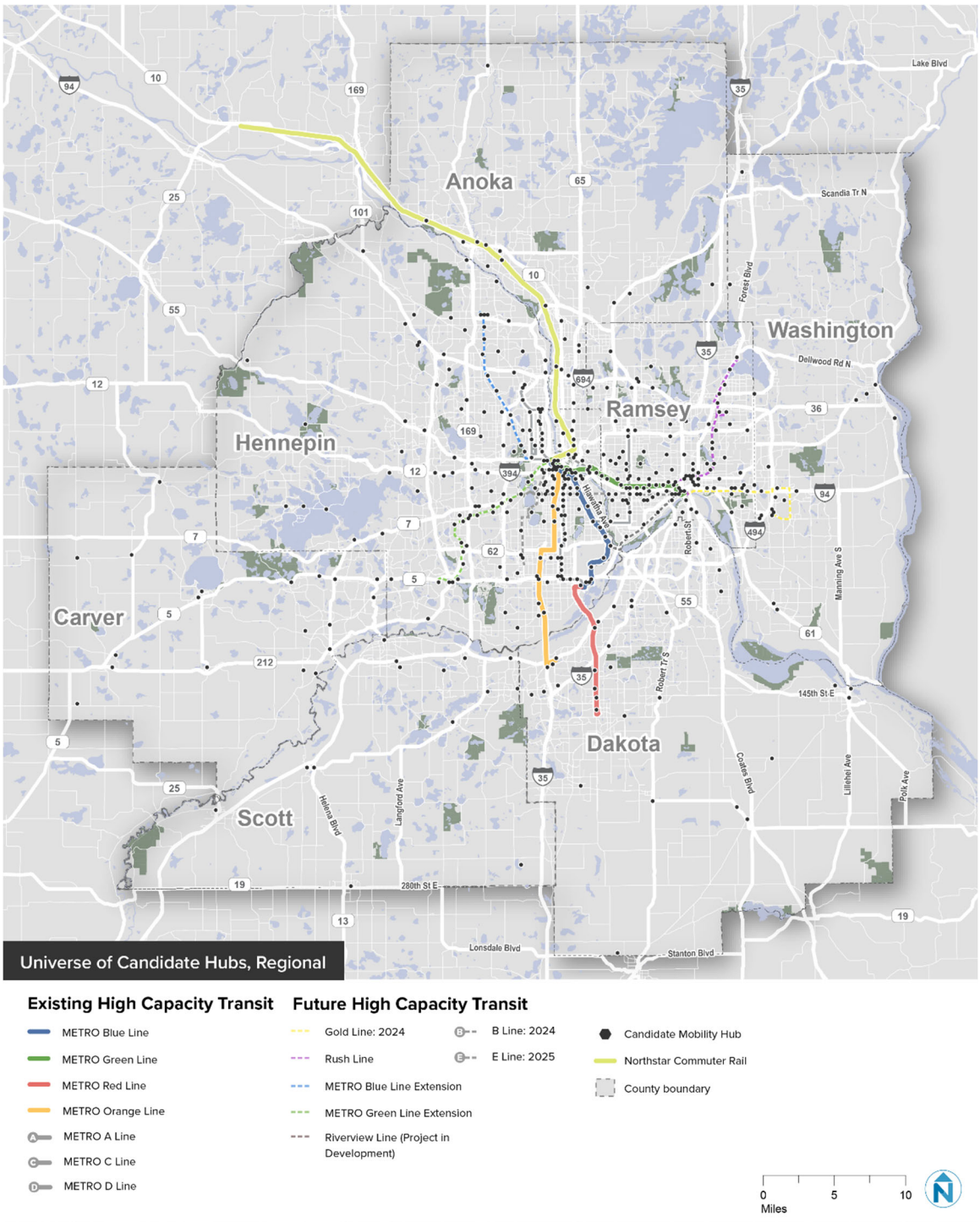


Figure 7 Universe of candidate hubs in the West Metro Area

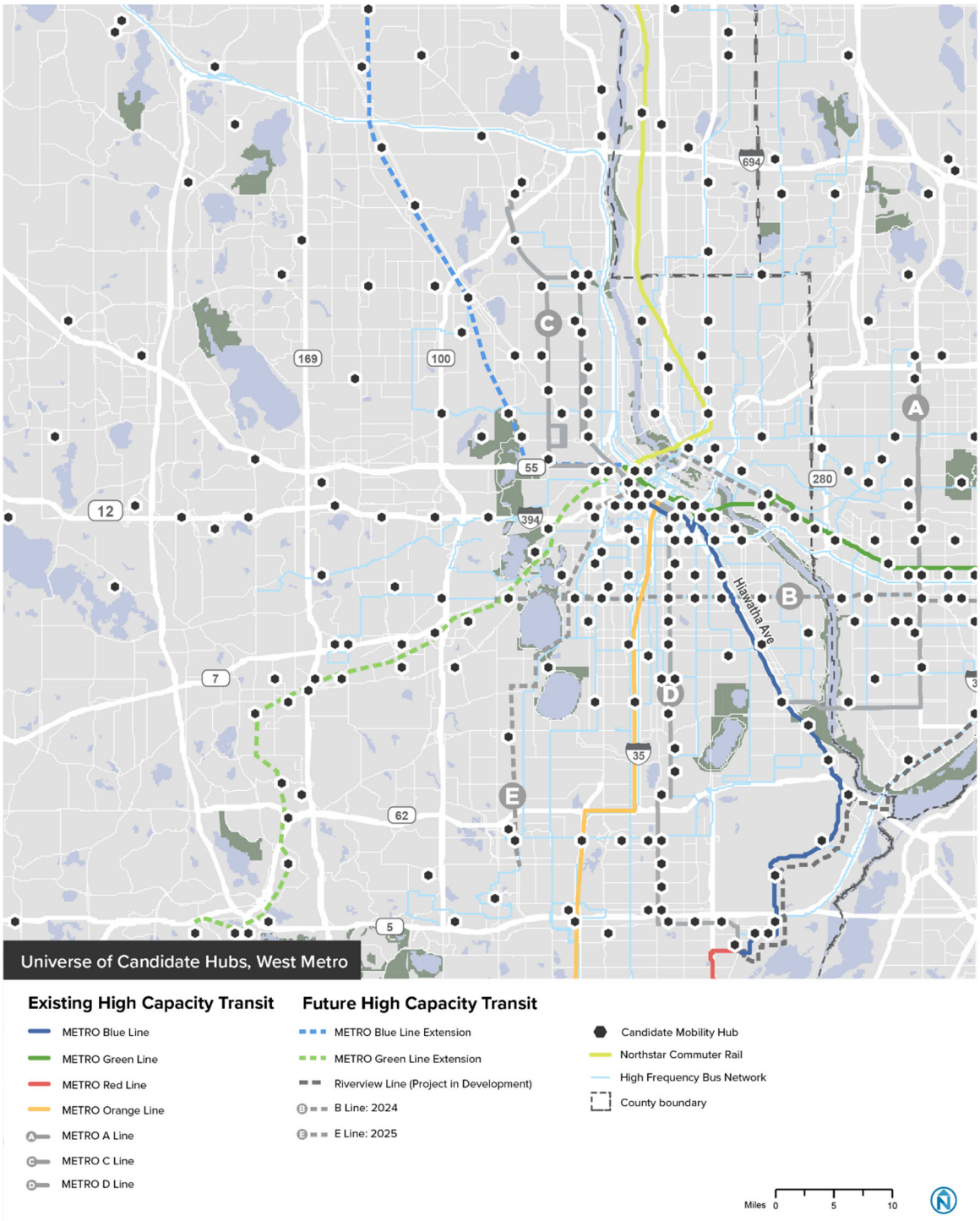


Figure 8 Universe of candidate hubs in the East Metro Area

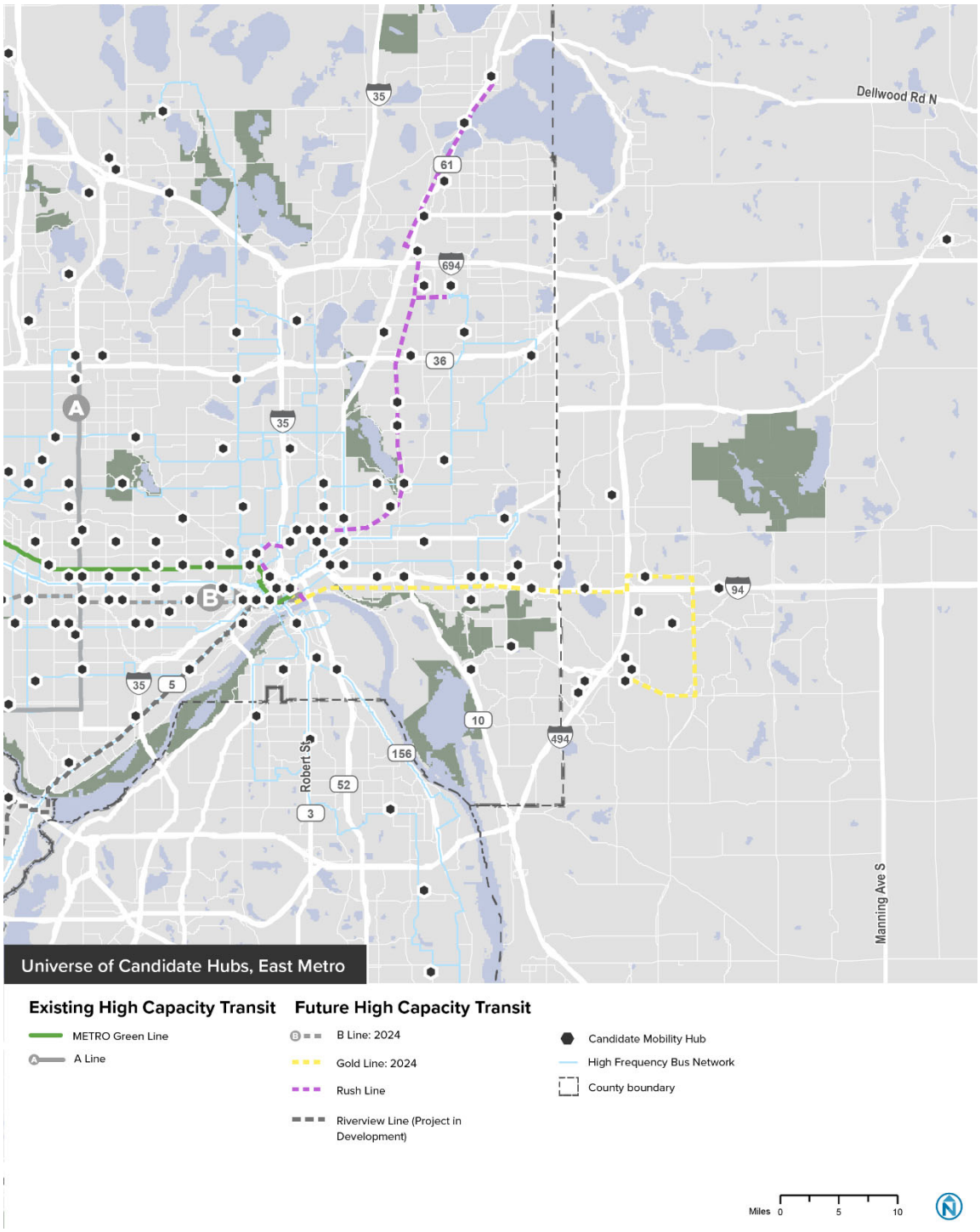


Figure 9 shows the number of candidate hubs in each of the region's seven counties. Hennepin County accounts for almost half of the hub candidates since it has a high number of high-capacity transit stations, intermodal transfer facilities, and frequent bus service stops, followed by Ramsey County which also has significant frequent bus service, high-capacity transit stations, and Hourcar electric vehicle charging locations. The remaining five counties have less hub candidates given more suburban areas, nonetheless they still have opportunity for mobility hub investment by defining different hub type characteristics (Step 2).

Figure 9 Universe of candidate hubs by County and most relevant siting criteria

County	Total universe of candidate hubs	Siting criteria with most hubs	Hub candidates corresponding to most important siting criteria
Anoka	23	Park and Ride and Frequent transit	7
Carver	19	Rural Centers and Emerging Suburban Areas	12
Dakota	37	Rural Centers and Emerging Suburban Areas	8
Hennepin	218	High-capacity Station	114
Ramsey	123	High-capacity Station	50
Scott	14	Rural Centers and Emerging Suburban Areas	6
Washington	20	Park and Ride	8

STEP TWO: ASSIGN TYPOLOGY TO HUB CANDIDATES

After defining the universe of candidate hubs, the hub locations are categorized by type according to a mobility hub typology. The goal of this step is to capture the land use context and transportation access characteristics of each candidate hub location. The hub typology informs context-sensitive hub design, elements, mobility option/service selection, and access and curb hierarchies at each type of mobility hub. The mobility hub typology aligns with MnDOT's *Land Use Contexts: Types, Identification, and Use*[3]—a methodology that established zones to describe locations where Mobility Hubs are expected to function more effectively.[4] The methodology also uses the Metropolitan Council's Transit Market Areas in the definition of hub types, ensuring hub types' transit characteristics are aligned with the transit supportiveness metrics already in use in the region.

The typology consists of the following land use context and transportation characteristics that, in combination, determine the mobility hub type. Figure 10 outlines the specific criteria to capture these characteristics.

LAND USE CONTEXT:

- **Urban Core:** central business districts in Minneapolis and Saint Paul with an established mix and scale of development, multiple destinations, and the highest residential and employment densities of all hub types.
- **Urban District:** fully developed community commercial centers with strong transit and pedestrian orientation. High to medium residential and employment densities with high visitation and mixed uses.
- **Urban Neighborhood:** mostly residential areas fully developed and near active main street districts with local shops and other destinations closely spaced and served by frequent transit and limited parking. Where high-capacity stations or transit centers exist, they may have a TOD orientation.
- **Suburban District:** areas with low residential density and nearby focal retail, commercial and office uses.
- **Activity:** large trip generators exhibiting concentrated "pulses" of demand during narrow timeframes. These include airports, stadiums, event centers, and major employer or university campuses.
- **Edge:** rural centers and emerging suburban moderately developed areas with residential density and close to commercial and retail uses.
- **Mobility Investment:** areas with no frequent or high-capacity transit, and are designated for equity considerations for place-based advocacy and decisions. They may also experience displacement risk today or in the future.

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[3] MnDOT Technical Memorandum No. 18-07-TS-05: https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=2056227

[4] **Note:** Zone 4: Rural of MnDOT's land use transect is not suitable for mobility hub development.

TRANSPORTATION CHARACTERISTICS:

- **Integrated Multimodal:** Major transit hub served by current and planned high-capacity transit stations and transit centers
- **Transit Serving:** Transfer point within the regional transit network, or locations with frequent bus service
- **Auto Oriented:** Park and rides and transit route termini that are primarily accessed by low occupancy vehicle and limited feeder bus connections
- **Limited Mobility Access:** Areas not served by frequent transit

Figure 10: Mobility Hub Typology Criteria

Hub Type	Criteria	Dataset
Urban Core	Hubs located in Downtown Minneapolis and Downtown Saint Paul	Based in Minneapolis and Saint Paul neighborhood definitions
Urban District	Hubs located within **Transit Market Area I** but not in Urban Core area	Transit Market Areas (Geospatial Commons)
Urban Neighborhood	Hubs located within **Transit Market Area II**	Transit Market Areas (Geospatial Commons)
Suburban District	Hubs located within **Transit Market Area III and Emerging Market Area II**	Transit Market Areas (Geospatial Commons)
Edge	Hubs located within **Transit Market Area IV and V, and Emerging Market Area III**	Transit Market Areas (Geospatial Commons)
Activity	Hubs defined in the siting analysis as: ▪ Hospitals ▪ Major employers ▪ Education Facilities ▪ Sports and entertainment centers ▪ Regional shopping centers	Same hubs as in step 1
Mobility Investment	Hubs located in areas defined as Areas for Investment Opportunity in siting analysis	Same hubs as in step 1

Step Two Results

Step Two classifies each of the 453 candidate hubs into one of the seven hub types. Figure 11 presents the number of hubs of each type and the number of hubs by type in each county.

Figure 11 Mobility Hubs by Type

Hub Type	Number of Hubs	Hubs by county
Urban Core	19	Hennepin (13), Ramsey (6)
Urban District	86	Hennepin (49), Ramsey (37)
Urban Neighborhood	100	Hennepin (61), Ramsey (30), Anoka (5), Dakota (4),
Suburban District	94	Hennepin (38), Ramsey (22), Dakota (11), Anoka (8), Washington (8), Scott (4), Carver (3),
Edge	44	Carver (13), Hennepin (23), Dakota (11), Scott (5), Anoka (4), Washington (4)
Activity	88	Hennepin (37), Ramsey (23), Dakota (11), Anoka (6), Washington (6), Carver (3), Scott (2)
Mobility Investment	22	Hennepin (7), Dakota (5), Ramsey (5), Scott (3), Washington (2)

Figure 12 maps the universe of candidate mobility hub locations by hub type. Figure 13 illustrates the universe of candidate hub locations by their type in the West Metro Area (Minneapolis) and Figure 14 in the East Metro Area (St. Paul) where there is a higher density of mobility hub candidates.

Figure 12 **Universe of candidate hubs, by type, in the Twin Cities region**

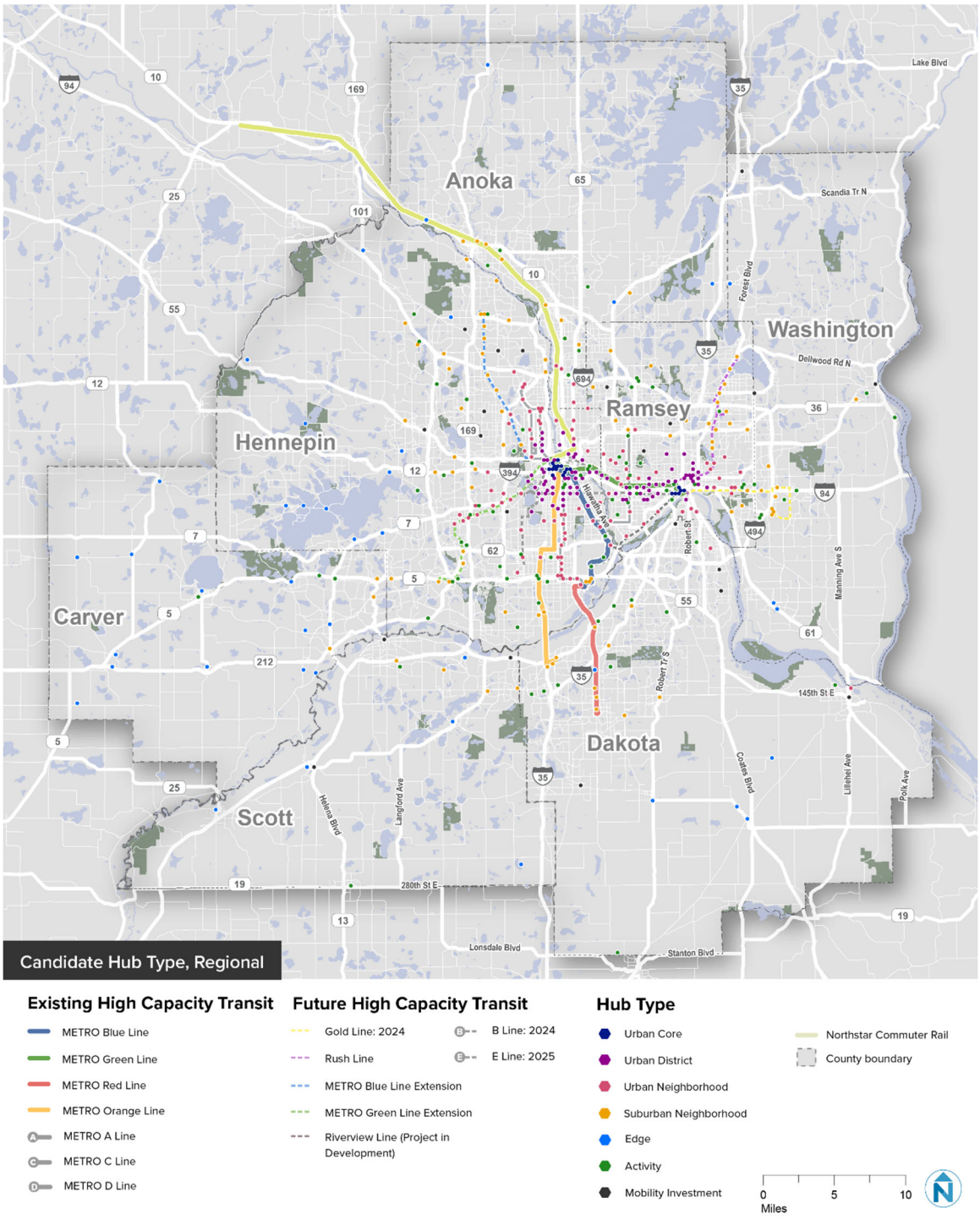


Figure 13 Universe of candidate hubs, by type, in the West Metro region

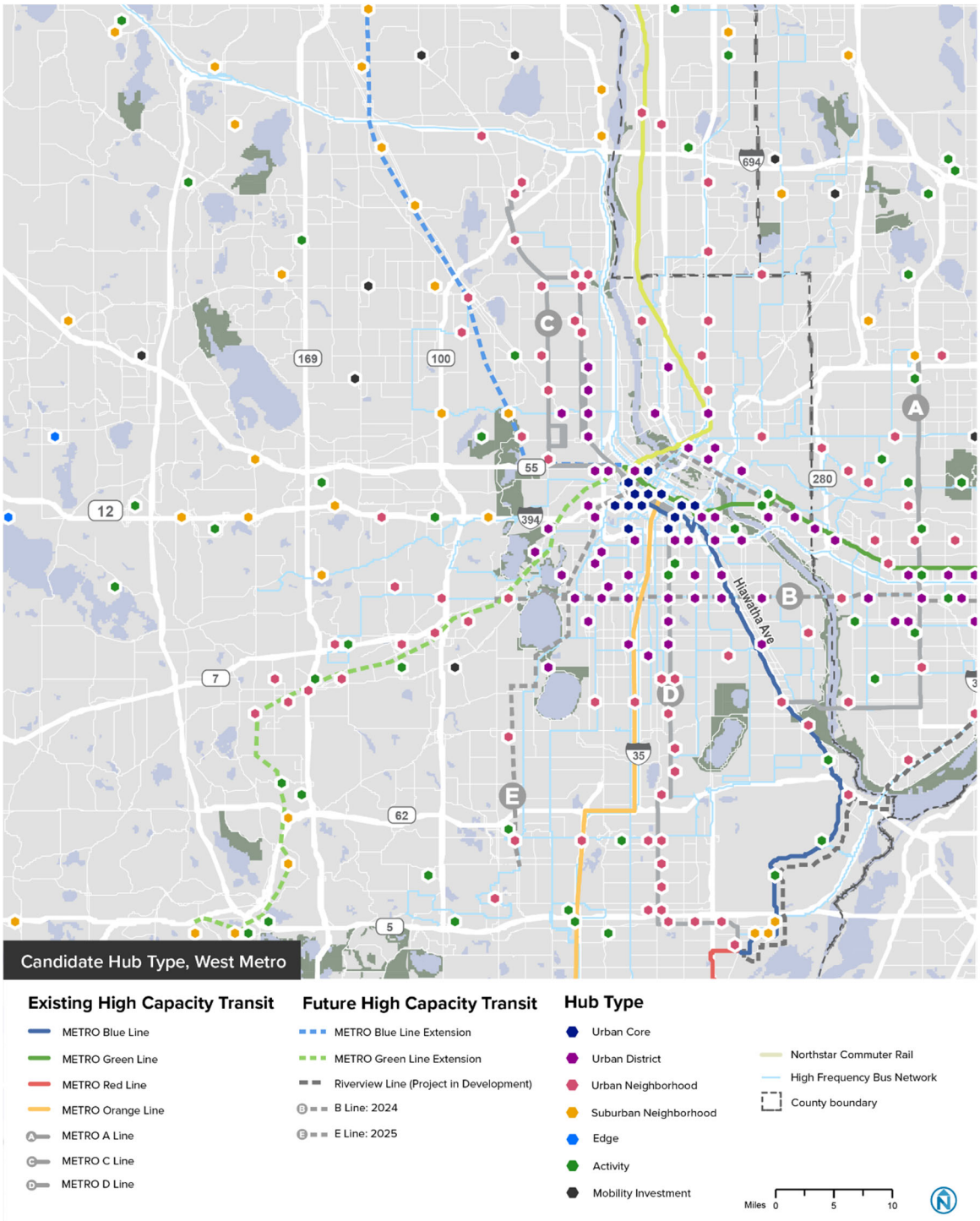
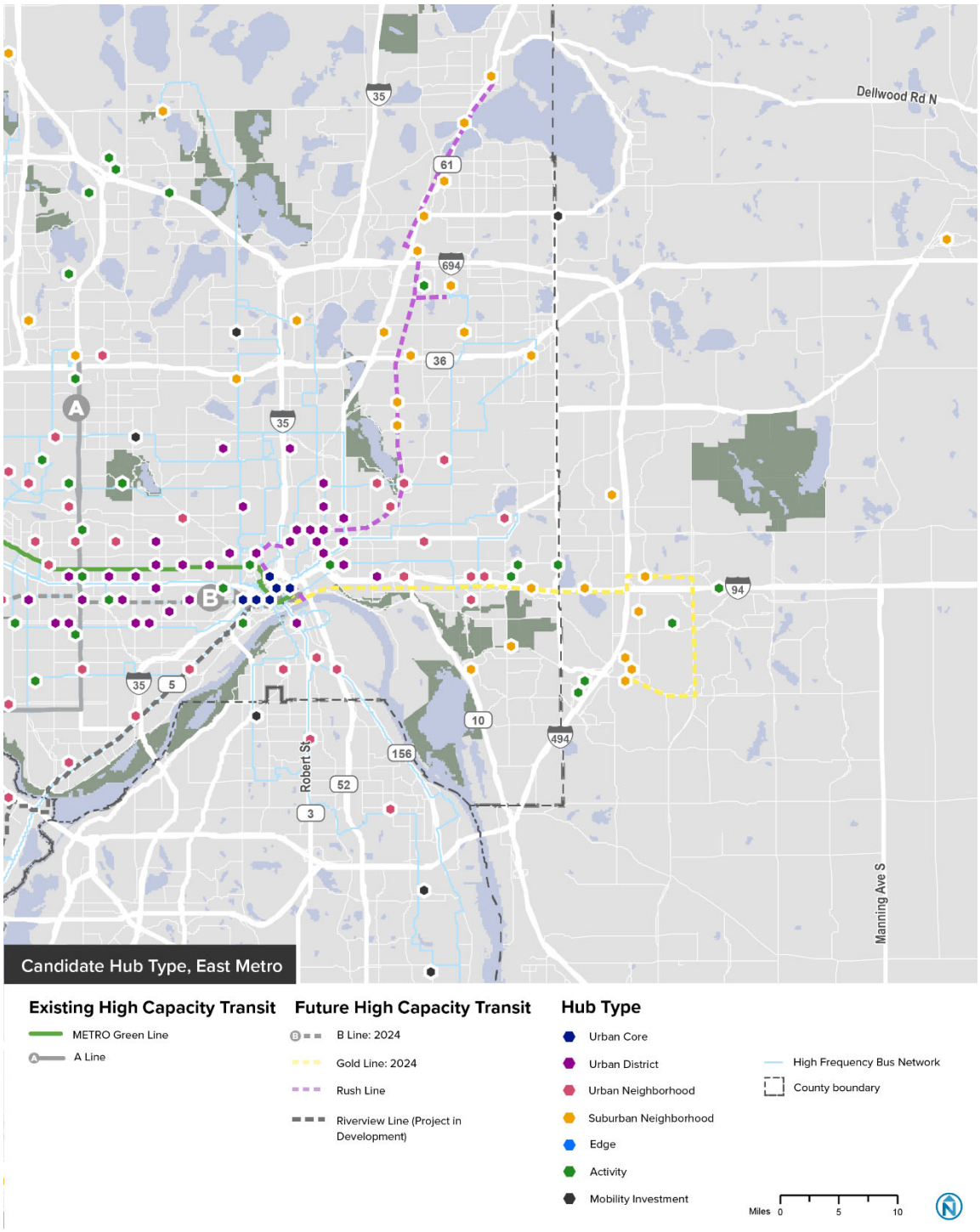


Figure 14 Universe of candidate hubs, by type in the East Metro region



STEP THREE: SCORING AND PRIORITIZING HUB CANDIDATES

This step assigns a score to each of the hub candidates based on the data indicators tied to regional mobility hub outcomes and objectives. Step Three is a framework to rank the mobility hub candidate sites in the seven-county Twin Cities region by their ability to achieve hub objectives. Ultimately, this analysis will assist the Metropolitan Council, regional municipalities, and their implementation partners in identifying investment priorities for the mobility hub network and focus mobility investments through the Regional Solicitation process.

Outcome Weighting

Weighting outcomes is an essential element of the prioritization framework because it defines the importance of each data indicator in ranking between candidate hub locations for priority investments. Weighting can be tailored based on policy direction and priorities and reflects the results of stakeholder conversations during the project's workshop sessions.

Figure 15 Outcome Weighting

Outcome	Outcome Name	Proposed Weighting
A	Connect the Region	33%
B	Expand and Integrate Multimodal Travel Options	34%
C	Increase Travel Safety	Hub locations meeting this criterion will be flagged as locations that should be supported with safe streets infrastructure and other policy and programmatic enhancements
D	Advance Equity	33%
E	Enhance Neighborhoods	Not part of siting analysis. Will be addressed in the Planning Guide.

Individual point allocation

The indicators in Figures 16 through 18 below will be used to identify locations with the most opportunity as successful mobility hubs. An indicator may support one or more of the objectives identified for mobility hub outcomes and assigned value in a two-step weighting process. Each indicator will be weighed based on its relevancy to the specific objective, considering data availability and reliability. However, the indicator's overall weighting is limited by the weight assigned to the regional or local outcome, reflecting policy priorities. For example, the sum of the individual weights tied to Outcome A objectives must be equal to 35% (Outcome A overall weighting).

The hub typologies (described in Step Two) and the scoring process can be used to prioritize the universe of mobility hub candidates for investment. Even though the scoring process is the same for all hub candidates, using the typology (largely based on community designations and land use contexts) allows candidates hubs to be compared with other candidates in the same type with similar characteristics and ranges of scores.

Technical Methodology

Normalized score per criteria: The units in which each prioritization criteria is measured uses either a continuous or binary scoring schema. To address this variability all prioritization criteria were normalized to a score ranging from one to 100, with one representing the lowest value within the metric and 100 the highest. Using normalized scores has two key advantages. First, this approach allows clear comparison between candidate hubs. Second, normalized scores for each indicator separate the data-driven quantitative analysis from the qualitative or subjective ranking of weighting of indicators.

> *Continuous:* Score range between 1-100 points based on a range of scores as defined by the highest and lowest scores of all candidate hubs. For example, a candidate hub location in the grid cell with the highest drive-alone mode share receives the highest possible score (100 points), and the candidate hub location in the area with the lowest drive-alone mode share receives 1 point.
>
> *Binary:* 0 points or 100 points. For example, a candidate hub location within Areas of Concentrated Poverty receives 100 points, and if not, 0 points.

Outcome-Specific Indicators

Outcome A: Connect the Region

Mobility hubs will provide convenient, affordable first- and last-mile access to transit, while facilitating seamless transfers across modes, including current and planned Twin Cities high capacity and frequent transit stations. The backbone for mobility hubs is the transit network, including the location of major transfer points along frequent routes, route termini, park-and-ride locations, and significant demand generators (which are driven by specialized land uses). Additionally, areas of mobility need—where there is no frequent transit service yet high demand and where residents have limited vehicle availability—will serve as opportunity locations for future mobility hubs.

Transit service needs to connect people to places where they want to go. Suitable mobility hub locations will be those that generate or are the destination of many trips, such as job centers, neighborhoods with population density, event sites, and intermodal transportation facilities.

Figure 16 Outcome A Data Indicators – Connect the Region

Objectives Supported	Indicator	Scoring & Criteria	Individual weight	Data Source
A1	Highly Visited Regional Parks	Candidate hub within ½-mile of parks with at least 400,000 annual visitors = 100 points Rest of candidate hubs = 0 points	2%	Geospatial Commons https://gisdata.mn.gov/dataset/us-mn-state-metrogis-bdry-metro-colabtiv-parks
A1	Higher Education Facilities	Candidate hub within ½-mile of an education institution with 25,000 or more enrollment = 100 points Candidate hub within ½-mile of an education institution with 1,000-4,999 enrollment or less = 25 points	3%	Geospatial Commons https://gisdata.mn.gov/dataset/us-mn-state-metc-society-post-second-enroll and https://gisdata.mn.gov/dataset/us-mn-state-metc-trans-regional-bike-trans-destin
A1	Job Density (Existing and Future)	Candidate hub with the most jobs within ½ mile = 100 points Candidate hub with the least jobs within ½ mile = 10 points	3%	Geospatial Commons https://gisdata.mn.gov/dataset/us-mn-state-metc-trans-regional-bike-trans-destin
A1	Major Event Centers/ Stadia/ Mall of America	Candidate hub within ½-mile of major event center = 100 points Rest of candidate hubs = 0 points	3%	Geospatial Commons https://gisdata.mn.gov/dataset/us-mn-state-metc-trans-regional-bike-trans-destin
A1	Airport	Candidate hub within ½-mile of Minneapolis International Airport = 100 points Rest of candidate hubs = 0 points	1%	Google maps. Manual Geocoding
A1, A4	Major Retail Centers	Candidate hub within ½-mile of major retail centers = 100 points Rest of candidate hubs = 0 points	3%	Google maps. Manual Geocoding
A1, A2, B1, B2, D1	Metro Transit Park and Ride	Candidate hub at an existing or future park and ride = 100 points Rest of candidate hubs = 0 points	3%	Geospatial Commons https://gisdata.mn.gov/dataset/us-mn-state-metc-trans-park-rides-transit-centers
A1, A2, B1, B2, D1	Transit Centers	Candidate hub within ½-mile of existing transit center = 100 points Rest of candidate hubs = 0 points	4%	Geospatial Commons https://gisdata.mn.gov/dataset/us-mn-state-metc-trans-park-rides-transit-centers
A4, D1, E2	Existing Mobility Hub Locations	Candidate hub within ½-mile of existing mobility hub location = 100 points Rest of candidate hubs = 0 points	4%	Shared Mobility Collaborative participants
A2, A3, C2	Metro Transit's High Transfer Stops	Candidate hub within ¼-mile of a high transfer stop = 100 points Rest of candidate hubs = 0 points	2%	Procured directly by Metropolitan Council *(HighVolumeTransitPoints.xlsx)*
A2, A3, D1	Microtransit Service Zones	Candidate hub within microtransit service zone = 100 points Rest of candidate hubs = 0 points	2%	Procured directly by Metropolitan Council *(SWPrimeSA3_Diss.shp)*

Objectives Supported	Indicator	Scoring & Criteria	Individual weight	Data Source
A1, A4	Major Health Care Facilities	Candidate hub within ½-mile of Health Care Facilities = 100 points Rest of candidate hubs = 0 points	3%	Geospatial Commons https://gisdata.mn.gov/dataset/health-facility-hospitals

Outcome B: Expand and Integrate Multimodal Travel Options

Mobility hubs facilitate individual behavior change and facilitate sustainable travel choices. Mobility hubs can decrease the drive alone rate by giving neighborhood access to new mobility options and creating convenient and intuitive connections to and between walking, bicycling, transit, and shared mobility trips. Mobility hubs give people better mobility options that compete with driving alone. Institutional land uses such as universities, major employer campuses, and entertainment centers could be key mobility hubs partners as these sites tend to coalesce transportation demand management (TDM) investments at discrete locations.

Figure 17 Outcome B Data Indicators – Expand and Integrate Multimodal Travel Options

Objectives Supported	Indicator	Scoring & Criteria	Individual weight	Data Source
B1, B2	Future Transit	Candidate hub within ½-mile of planned/future BRT and high-capacity transit stops = 100 points *The future transit network modeled does not include an expanded revenue scenario.*	4%	Geospatial Commons https://gisdata.mn.gov/dataset/us-mn-state-metc-trans-transitways-generalized
B2	Transit Frequency	Candidate hub within ½-mile of existing frequent transit stops = 100 points	5%	Geospatial Commons https://gisdata.mn.gov/dataset/us-mn-state-metc-trans-transit-count-headway-sum
B1	Transit Ridership	Candidate hub at transit stop with highest daily average ridership = 100 Candidate hub at transit stop with lowest daily average ridership = 10 point	6%	Geospatial Commons https://gisdata.mn.gov/dataset/us-mn-state-metc-trans-stop-boardings-alightings
B1	Walkability and Bikeability	Candidate hub with highest pedestrian intersection density or highest bicycle infrastructure density = 100 points Candidate hub with lowest pedestrian intersection density or lowest bicycle infrastructure density = 10 point	5%	EPA Smart Location Database https://gisdata.mn.gov/dataset/us-mn-state-metc-trans-regional-bike-trans-netwrk
B1	Walk-Access and Bike-Access Mode Share	Candidate hub with highest walk or bike mode share = 100 points Candidate hub with highest walk or bike mode share = 10 point	5%	Metro Council Travel Demand Model Data

Objectives Supported	Indicator	Scoring & Criteria	Individual weight	Data Source
B1	Hourcar Parking Locations	Candidate hub within ½ -mile of a Hourcar parking location = 100	4%	Procured directly by Metropolitan Council *(EVSpotNetworkLocationsDraft1April2021.xlsx)*
B1	NiceRide MN Station Locations	Candidate hub within ¼-mile of a NiceRide MN station = 100	5%	https://s3.amazonaws.com/niceride-data/index.html

Outcome C: Increase Travel Safety

Mobility hubs will enhance safety for people accessing Twin Cities regional public transit and mobility services. Safe, all-ages-and-abilities walking and bicycling connections to mobility hubs ensure that all people can safely access mobility options. Mobility hubs should also incorporate local and regional Vision Zero policies and focus improvements along high crash corridors and at intersection hot spots within mobility hub areas. Hub design and community partnerships help build a culture of safety, repair the destabilizing effects of disinvestment, and deconstructing the region's history of over-policing.

No scoring or weighting is applied to this outcome. The hub locations along high crash corridors and at intersection hot spots within mobility hub areas will be flagged in the final database (see Appendix A), marking these locations for safety enhancements along with mobility hub implementation.

Outcome D: Advance Equity

Mobility hubs will provide more sustainable mobility options in areas poorly served by the Twin Cities transit networks, in areas not supported by private shared mobility options, and in communities experiencing disproportionate transportation cost burden. Mobility hubs will reduce transportation-cost burden by increasing the availability and affordability of mobility options.

Anti-harm is a tenet of mobility hub development. Mobility amenities will be built around trusted community centers and organizations working at the intersections of mobility, housing affordability, displacement, and other downstream indicators of inequity.

Figure 18 Outcome D (Advance Equity) Data Indicators

Objectives Supported	Indicator	Scoring & Criteria	Individual weight	Data Source
A2, D1, D3, B2	Areas with High Transit Propensity	Candidate hub within highest transit market index area = 100 points Candidate hub within lowest transit market index area = 10 point	8%	Geospatial Commons/ MetroCouncil (Transit Market Index 2020)
D1, B2	Areas with Low Vehicle Ownership	Candidate hub with the most zero-car households within ½ mile = 100 points Candidate hub with the least zero-car households within ½ mile = 10 points	8%	American Community Survey 5-year estimates 2019

Objectives Supported	Indicator	Scoring & Criteria	Individual weight	Data Source
D1, D3	Equity Considerations for Place-Based Advocacy and Decisions in the Twin Cities Region	Candidate hubs within Areas of concentrated poverty = 100 points Candidate hubs within Areas of concentrated affluence = -100 points	12%	Geospatial Commons https://gisdata.mn.gov/dataset/us-mn-state-metc-society-equity-considerations
A1, A4, D3	Areas with High Concentrations of Low-Wage Jobs	Candidate hub with more low-income jobs within ½ mile = 100 points Candidate hub within area with lowest concentration of low-income jobs = 1 point	5%	LEHD Data

Outcome E: Enhance Neighborhoods

Mobility hubs add value, convenience, and delight to the travel experience with intuitive and accessible information, visible and direct connections between mobility options. Mobility hubs should be attractive public spaces that reflect and enhance the identity and cultures of the neighborhoods they serve.

Mobility hubs will provide a high-quality customer experience through people-centered amenities, vibrant and inclusive public spaces, and integrated wayfinding, travel information, and payment options. Integrated travel information, trip planning, booking, and payment platforms will create a consistent experience across all hubs. Placemaking and place-keeping strategies apply to hubs of a variety of scales from regional hubs teeming with transit riders and tourists to community destinations underserved by transit where people already have a reason to gather.

This last local mobility hub outcome is not considered as part of the siting and prioritization process. Consideration of place, information availability, amenities, and high-quality experiences will be addressed in the Mobility Hub Planning Guide.

Step Three Results

Step Three prioritizes mobility hubs within each of the seven hub types. Figure 19 presents the prioritized hubs of each type. For the Urban Core and Mobility Investment hub types, ten hub locations are prioritized. All other hub types present fifteen prioritized hub locations. A larger number of hub candidates are prioritized for certain types to account for the larger number of total hubs in each of these types. These improves the proportion balance of prioritized hubs across the different types.

Figure 19 Priority Mobility Hubs by Type

Hub Type	Prioritized Hubs by County	Percent of Prioritized Hubs from total's type
Urban Core	Hennepin (7), Ramsey (3)	53%
Urban District	Hennepin (14), Ramsey (1)	17%
Urban Neighborhood	Hennepin (9), Ramsey (5), Anoka (1)	15%
Suburban District	Hennepin (8), Ramsey (4), Dakota (2), Anoka (1)	16%
Edge	Hennepin (4), Anoka (3), Carver (3), Scott (2), Washington (2), Dakota (1)	34%
Activity	Hennepin (8), Ramsey (7)	17%
Mobility Investment	Hennepin (6), Ramsey (2), Dakota (1), Washington (1)	45%

Figure 20 maps all of the prioritized mobility hub locations by hub type. Figure 21 illustrates the prioritized hub locations by their type in the West Metro Area (Minneapolis), and Figure 22 in the East Metro Area (St. Paul).

Figure 20 Priority hubs by type in the Twin Cities region

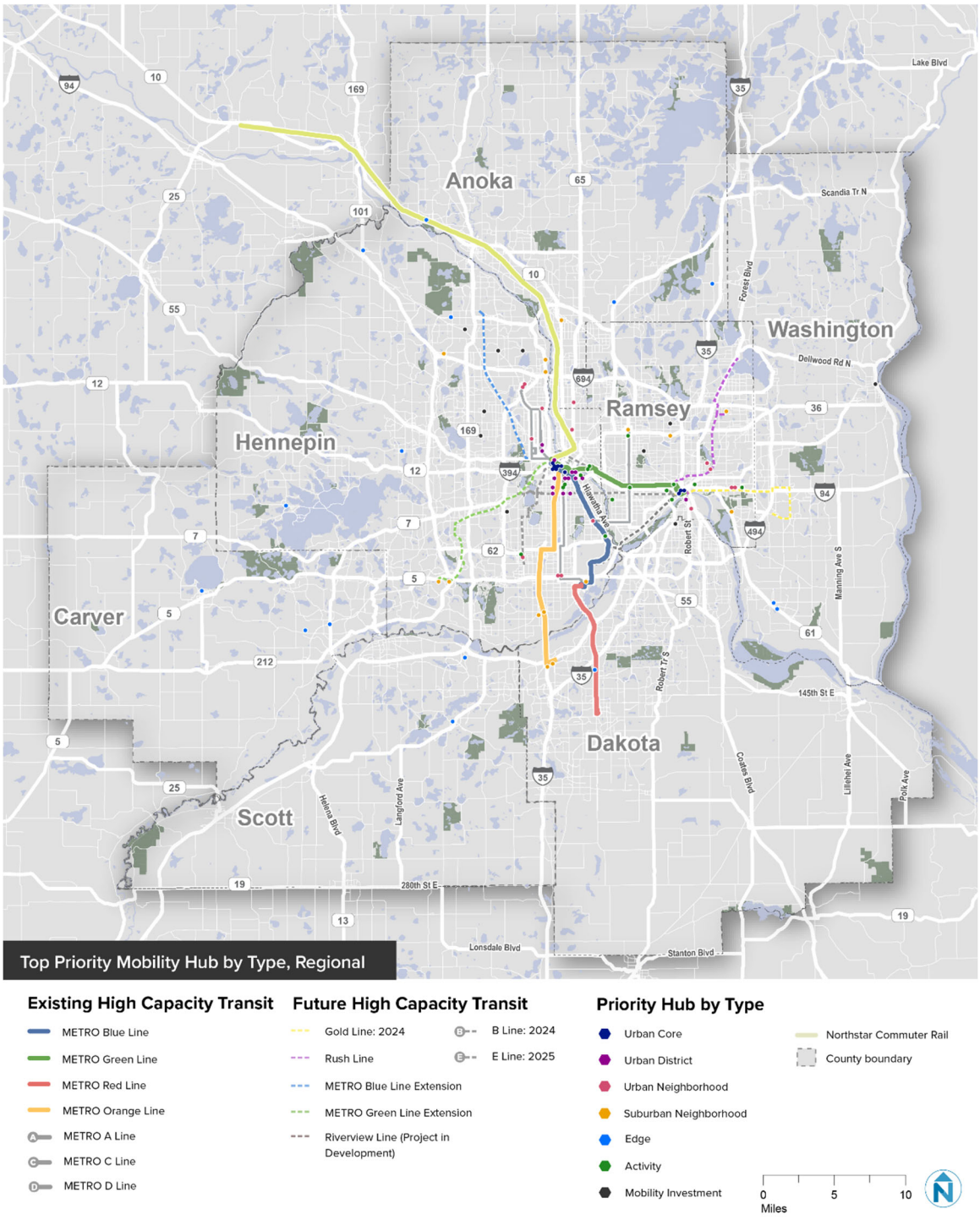


Figure 21 Priority hubs by type in the West Metro region

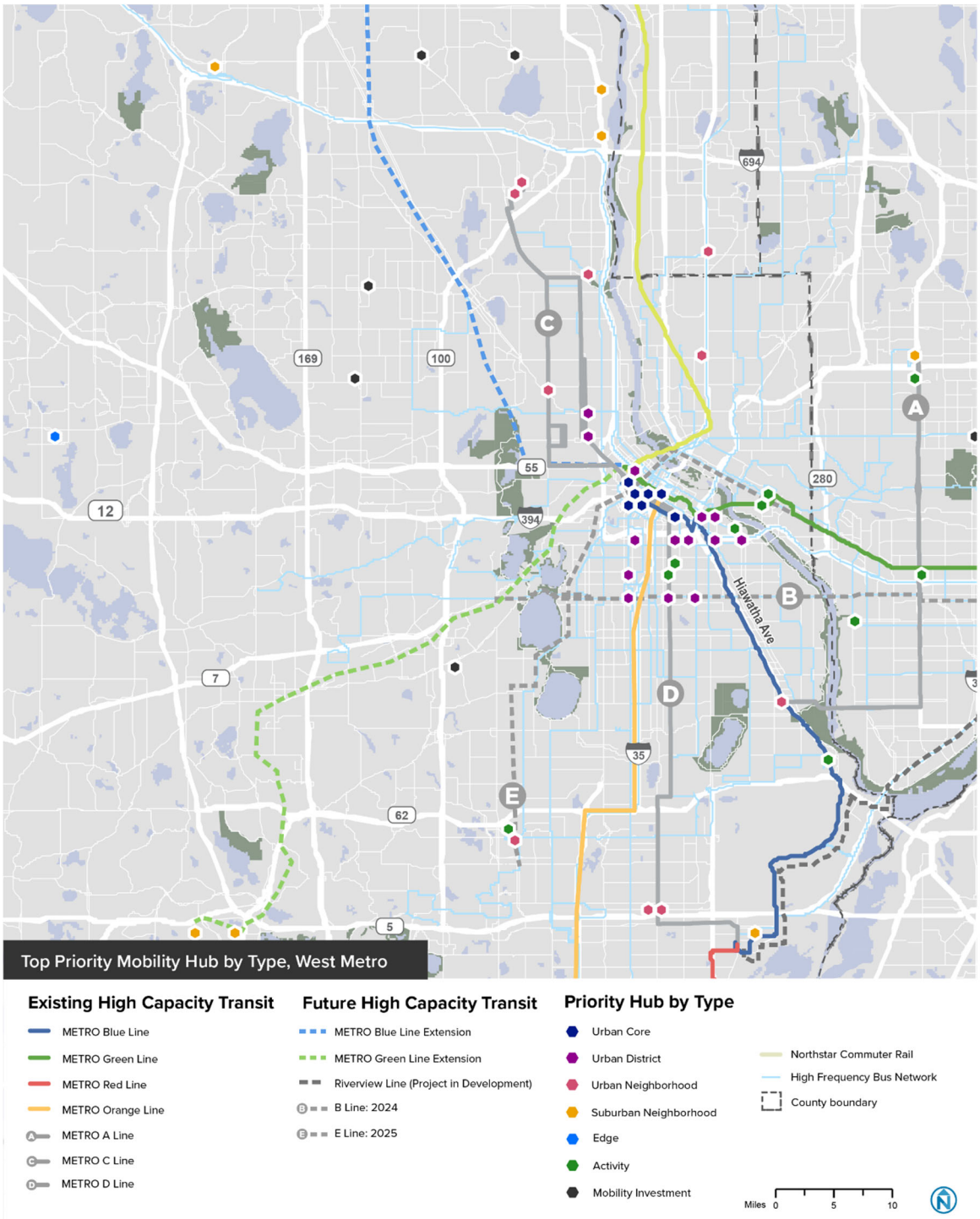
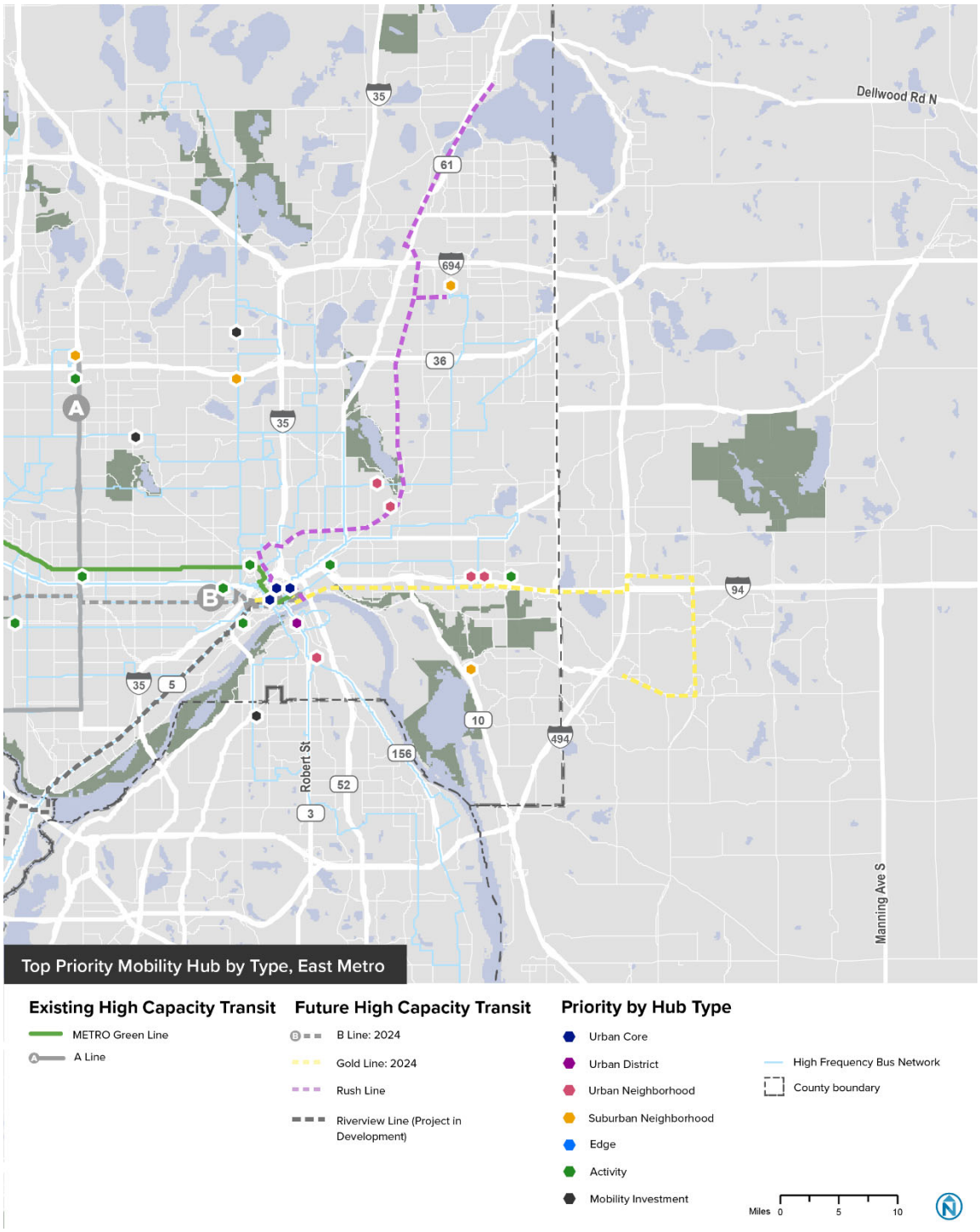


Figure 22 Priority hubs by type in the East Metro region



STEP FOUR: CALIBRATING WITH TYPOLOGY OVERLAYS

Step Two of this methodology categorizes hub candidates into specific hub types based on transit service, transportation access, and land use characteristics. This ensures that Metropolitan Council captures the appropriate functionality, design elements, and implementation guidance based on each hub's mobility context. However, some outliers, special features, and overlay considerations might require further calibration.

In response, the final step of this methodology establishes typology overlays to calibrate each hub to its unique local context. Four typology overlays were developed to capture additional implementation considerations of mobility hubs, regardless of type classification. The mobility hub database (Appendix A) will code each mobility hub location with their appropriate overlay(s). The planning guide offers direction on amenities and policy recommendations for each overlay context.

The four overlays are described in Figure 23.

Figure 23 Mobility Hub Typology Overlay Criteria

Overlay Type	Criteria	Number of Hubs within Overlay	Dataset
Regional Parks	Hubs within half-mile of regional parks with at least 400,000 annual visitors. Park boundaries obtained from the *Regional Park* dataset. A list of parks with at least 400,000 annual visitors obtained from the *Regional Bicycle Transportation Network Destinations* dataset, and used to filter the park boundaries.	59	Minnesota Geospatial Commons
Transit-Oriented Development	Hubs within the Livable Communities Act (LCA) TOD Grant-Eligible Areas. See https://metrocouncil.org/Communities/Services/Livable-Communities-Grants/LCA/2020-LCA-TOD-application-guide.aspx	239	Metropolitan Council's Regional TOD areas, provided by Metropolitan Council.
Equity	Hubs within Areas of Concentrated Poverty	84	Minnesota Geospatial Commons
Transit Connectivity	Hubs within half-mile of high-volume transfer stops	17	Metro Transit's High Volume Transfer Points, provided by Metropolitan Council

UPDATING THE MODEL

The methodology developed for this project and described in the previous steps is software-agnostic. In other words, the methodology described the steps that should be conducted regardless of the data or GIS software used to produce the analysis. This methodology, in particular, used R programming. R is an open-source programming language for statistical computing and graphics. The siting and prioritization analysis used R entirely due to its capability to clean and transform data and perform geospatial analysis in the same environment. One of the advantages of conducting this analysis through programming is its replicability. The R script generated can be reused to rerun the model and facilitate tracking or implementing methodology updates.

The data processing sections required to perform the siting and prioritization analysis are described below. These processes match the sections in the annotated R script.

Section 1 - Geographic boundaries and hex grid generation. This section prepares the geographic boundaries for the analysis: counties, census tracts, and census block groups. The R script generates a hexagonal grid for the entire Twin Cities region using these boundaries. Unless there are changes to the geographic scope of the analysis, this step can be skipped when running model updates. Instead, Section 2 will directly load the pre-processed geographies and the hexagonal grid. Using the same grid allows for comparison since each hex tile has a unique ID.

Section 2 - Load indicators' data. This section loads every dataset containing all the indicators required for the analysis (e.g., pre-processed geographies from Section 1, the location of schools, stadiums, regional parks, emerging and rural areas, etc.). Each indicator is loaded individually, cleaned, and relabeled with the variables that are used in later sections. In future updates of the model, this section will likely require significant review and adjustment. It is expected that the name of the datasets, the name and type of the variables, and other elements differ from the original data used in the model. The new datasets can be processed to ensure the variable names and types match the initial code requirements to enable the rest of the model to run correctly.

Updating periodicity. The indicator's data is critical in determining how frequently the model should be updated. This section loads more than 30 datasets. Data sources are national, regional, and local; hence how frequently they are updated can vary significantly. While running an annual update of the Mobility Hubs Sitting and Prioritization model should be straightforward, Metropolitan Council can assess if a more extended span is more appropriate based on the underlying datasets change year over year. It is possible that running the model every two years provides more variability to assess how the region is evolving.

Section 3 - Siting Assessment. This section passes all the siting indicators through the hex grid. In other words, this section performs a geospatial intersection between the hex grid and every single indicator included in the siting criteria. The code in this section works as a checklist, marking up every hex tile that meets one or more siting criteria.

Section 4 - Clustering or manual consolidation. This section performs a clustering process to a couple of indicators to select the most suitable places for a mobility hub.

Section 5 - Manual editing. Because of the nature of the data-driven process, some hub candidates can be missed or added incorrectly. This short section allows for manual refinement of the final universe candidates. This is loaded as an MS Excel table indicating the Grid IDs to add or remove.

Appendix A Regional Mobility Hub Database

811 FIRST AVENUE, SUITE 610 SEATTLE, WA 98104 206-357-7521 FAX 206-357-7527
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Candidate Unique ID	City	County	Hub Type	Priority Hub	Parks overlay	TOD overlay	High transit transfer overlay	Areas of concentrated poverty overlay	Shared passenger propensity mobility index	Shared passenger propensity mobility rank	Shared micromobility propensity mobility index	Shared micromobility propensity mobility rank
HE-10261	Minneapolis	Hennepin	1. Urban Core	■		■		■	7.3	High	8.0	Very High
HE-10225	Minneapolis	Hennepin	1. Urban Core	■		■		■	7.3	High	8.0	Very High
HE-10226	Minneapolis	Hennepin	1. Urban Core	■		■		■	8.9	Very High	9.2	Very High
HE-10297	Minneapolis	Hennepin	1. Urban Core	■		■		■	7.3	High	8.0	Very High
HE-10475	Minneapolis	Hennepin	1. Urban Core	■		■	■	■	9.3	Very High	9.7	Very High
HE-10333	Minneapolis	Hennepin	1. Urban Core	■		■			8.9	Very High	8.5	Very High
HE-10405	Minneapolis	Hennepin	1. Urban Core	■		■	■		8.9	Very High	8.5	Very High
HE-10439	Minneapolis	Hennepin	1. Urban Core			■		■	9.6	Very High	9.7	Very High
HE-10334	Minneapolis	Hennepin	1. Urban Core			■			8.9	Very High	8.5	Very High
HE-10511	Minneapolis	Hennepin	1. Urban Core			■			8.5	Very High	8.6	Very High
RA-1619	St. Paul	Ramsey	1. Urban Core	■	■	■			8.7	Very High	8.2	Very High
RA-1713	St. Paul	Ramsey	1. Urban Core	■	■	■			10.0	Very High	8.9	Very High
RA-1650	St. Paul	Ramsey	1. Urban Core	■		■			8.7	Very High	8.2	Very High
HE-10582	Minneapolis	Hennepin	1. Urban Core			■			8.5	Very High	8.6	Very High
HE-10152	Minneapolis	Hennepin	1. Urban Core			■			8.6	Very High	9.4	Very High
HE-10224	Minneapolis	Hennepin	1. Urban Core			■			9.5	Very High	9.8	Very High
RA-1556	St. Paul	Ramsey	1. Urban Core			■			8.6	Very High	8.2	Very High
RA-1492	St. Paul	Ramsey	1. Urban Core			■			8.4	Very High	8.9	Very High
RA-1620	St. Paul	Ramsey	1. Urban Core			■			9.8	Very High	8.8	Very High
HE-10436	Minneapolis	Hennepin	2. Urban District	■		■	■	■	9.2	Very High	9.7	Very High
HE-10578	Minneapolis	Hennepin	2. Urban District	■		■	■	■	9.3	Very High	7.6	High
HE-10685	Minneapolis	Hennepin	2. Urban District	■		■		■	6.0	Medium	7.7	High
HE-10221	Minneapolis	Hennepin	2. Urban District	■		■	■	■	8.5	Very High	7.2	High
HE-10222	Minneapolis	Hennepin	2. Urban District	■		■		■	10.0	Very High	9.6	Very High
HE-10262	Minneapolis	Hennepin	2. Urban District	■		■			6.6	High	6.1	High
HE-10616	Minneapolis	Hennepin	2. Urban District	■		■		■	8.9	Very High	9.5	Very High
HE-10474	Minneapolis	Hennepin	2. Urban District	■		■	■	■	8.7	Very High	8.9	Very High
HE-10684	Minneapolis	Hennepin	2. Urban District	■		■	■	■	9.6	Very High	9.9	Very High
HE-10818	Minneapolis	Hennepin	2. Urban District	■	■	■		■	9.6	Very High	9.9	Very High
HE-9968	Minneapolis	Hennepin	2. Urban District	■		■		■	6.0	Medium	7.3	High

Candidate Unique ID	City	County	Hub Type	Priority Hub	Parks overlay	TOD overlay	High transit transfer overlay	Areas of concentrated poverty overlay	Shared passenger propensity mobility index	Shared passenger propensity mobility rank	Shared micromobility propensity mobility index	Shared micromobility propensity mobility rank
HE-10545	Minneapolis	Hennepin	2. Urban District	■		■	■	■	7.2	High	8.0	Very High
HE-9967	Minneapolis	Hennepin	2. Urban District	■		■		■	6.0	Medium	7.3	High
RA-1744	St. Paul	Ramsey	2. Urban District	■	■			■	6.1	High	7.1	High
HE-10259	Minneapolis	Hennepin	2. Urban District	■		■	■	■	9.7	Very High	9.9	Very High
HE-9764	Minneapolis	Hennepin	2. Urban District			■		■	5.4	Medium	6.9	High
RA-1558	St. Paul	Ramsey	2. Urban District			■		■	2.9	Low	6.0	High
HE-10435	Minneapolis	Hennepin	2. Urban District			■		■	9.2	Very High	9.7	Very High
HE-10014	Minneapolis	Hennepin	2. Urban District			■		■	6.7	High	7.9	High
RA-611	St. Paul	Ramsey	2. Urban District			■	■	■	5.2	Medium	6.2	High
HE-10579	Minneapolis	Hennepin	2. Urban District			■		■	9.3	Very High	8.4	Very High
RA-1430	St. Paul	Ramsey	2. Urban District			■		■	5.7	Medium	7.2	High
RA-1970	St. Paul	Ramsey	2. Urban District			■		■	8.6	Very High	8.3	Very High
HE-10058	Minneapolis	Hennepin	2. Urban District			■			9.4	Very High	8.7	Very High
HE-9969	Minneapolis	Hennepin	2. Urban District			■		■	7.1	High	8.6	Very High
HE-10717	Minneapolis	Hennepin	2. Urban District			■		■	8.3	Very High	8.4	Very High
HE-10111	Minneapolis	Hennepin	2. Urban District			■			6.6	High	6.1	High
RA-683	St. Paul	Ramsey	2. Urban District			■		■	7.7	High	8.4	Very High
RA-1877	St. Paul	Ramsey	2. Urban District			■		■	7.2	High	8.2	Very High
RA-1876	St. Paul	Ramsey	2. Urban District			■		■	5.2	Medium	6.6	High
HE-9970	Minneapolis	Hennepin	2. Urban District			■		■	7.4	High	8.4	Very High
HE-10950	Minneapolis	Hennepin	2. Urban District		■	■			7.3	High	8.4	Very High
RA-1843	St. Paul	Ramsey	2. Urban District			■		■	7.0	High	8.6	Very High
HE-10106	Minneapolis	Hennepin	2. Urban District			■			9.0	Very High	8.2	Very High
RA-1972	St. Paul	Ramsey	2. Urban District			■		■	5.9	Medium	7.3	High
RA-830	St. Paul	Ramsey	2. Urban District			■		■	3.7	Low	5.5	Medium
HE-10821	Minneapolis	Hennepin	2. Urban District						8.1	Very High	9.1	Very High
RA-1878	St. Paul	Ramsey	2. Urban District			■		■	8.1	Very High	8.7	Very High
HE-10446	Minneapolis	Hennepin	2. Urban District			■		■	9.1	Very High	8.6	Very High
HE-10060	Minneapolis	Hennepin	2. Urban District			■			9.1	Very High	8.7	Very High
HE-10434	Minneapolis	Hennepin	2. Urban District			■			8.1	Very High	9.2	Very High

Candidate Unique ID	City	County	Hub Type	Priority Hub	Parks overlay	TOD overlay	High transit transfer overlay	Areas of concentrated poverty overlay	Shared passenger propensity mobility index	Shared passenger propensity mobility rank	Shared micromobility propensity mobility index	Shared micromobility propensity mobility rank
HE-10716	Minneapolis	Hennepin	2. Urban District			■	■		8.2	Very High	8.4	Very High
RA-1875	St. Paul	Ramsey	2. Urban District			■			5.3	Medium	6.7	High
RA-1333	St. Paul	Ramsey	2. Urban District			■		■	8.5	Very High	8.5	Very High
RA-1748	St. Paul	Ramsey	2. Urban District			■		■	5.2	Medium	6.6	High
HE-10010	Minneapolis	Hennepin	2. Urban District			■			9.1	Very High	8.7	Very High
RA-1496	St. Paul	Ramsey	2. Urban District					■	5.8	Medium	6.1	High
RA-1812	St. Paul	Ramsey	2. Urban District			■		■	5.2	Medium	6.6	High
HE-10653	Minneapolis	Hennepin	2. Urban District						9.6	Very High	9.7	Very High
HE-10549	Minneapolis	Hennepin	2. Urban District			■			9.0	Very High	9.6	Very High
HE-9860	Minneapolis	Hennepin	2. Urban District		■	■			9.5	Very High	9.8	Very High
HE-9959	Minneapolis	Hennepin	2. Urban District		■	■			9.6	Very High	7.8	High
RA-1075	St. Paul	Ramsey	2. Urban District			■		■	9.0	Very High	7.8	High
RA-2129	St. Paul	Ramsey	2. Urban District			■		■	7.6	High	7.3	High
RA-1715	St. Paul	Ramsey	2. Urban District			■		■	3.7	Low	4.7	Medium
RA-972	St. Paul	Ramsey	2. Urban District			■		■	8.5	Very High	7.3	High
HE-10688	Minneapolis	Hennepin	2. Urban District						8.0	Very High	8.0	High
RA-1205	St. Paul	Ramsey	2. Urban District			■		■	8.2	Very High	7.5	High
HE-10219	Minneapolis	Hennepin	2. Urban District			■			8.8	Very High	8.8	Very High
HE-10912	Minneapolis	Hennepin	2. Urban District			■			8.5	Very High	9.3	Very High
RA-1076	St. Paul	Ramsey	2. Urban District					■	6.9	High	7.3	High
RA-213	St. Paul	Ramsey	2. Urban District			■			4.7	Medium	5.2	Medium
HE-10326	Minneapolis	Hennepin	2. Urban District			■			8.7	Very High	8.6	Very High
RA-609	St. Paul	Ramsey	2. Urban District			■			7.9	High	7.3	High
RA-1402	St. Paul	Ramsey	2. Urban District					■	8.0	Very High	7.5	High
RA-117	St. Paul	Ramsey	2. Urban District			■			4.7	Medium	5.2	Medium
RA-1971	St. Paul	Ramsey	2. Urban District			■			5.3	Medium	6.7	High
RA-535	St. Paul	Ramsey	2. Urban District			■			9.0	Very High	9.1	Very High
RA-389	St. Paul	Ramsey	2. Urban District		■				8.4	Very High	9.3	Very High
RA-1719	St. Paul	Ramsey	2. Urban District					■	7.4	High	7.2	High
HE-10655	Minneapolis	Hennepin	2. Urban District			■			6.9	High	7.1	High

Candidate Unique ID	City	County	Hub Type	Priority Hub	Parks overlay	TOD overlay	High transit transfer overlay	Areas of concentrated poverty overlay	Shared passenger propensity mobility index	Shared passenger propensity mobility rank	Shared micromobility propensity mobility index	Shared micromobility propensity mobility rank
HE-11074	Minneapolis	Hennepin	2. Urban District			■			5.9	Medium	5.9	Medium
RA-1074	St. Paul	Ramsey	2. Urban District			■		■	5.7	Medium	6.3	High
RA-900	St. Paul	Ramsey	2. Urban District						8.8	Very High	9.0	Very High
HE-10914	Minneapolis	Hennepin	2. Urban District			■			7.8	High	7.6	High
HE-10012	Minneapolis	Hennepin	2. Urban District			■			3.4	Low	5.2	Medium
RA-1236	St. Paul	Ramsey	2. Urban District						8.5	Very High	7.6	High
HE-10373	Minneapolis	Hennepin	2. Urban District			■			7.1	High	7.3	High
RA-1139	St. Paul	Ramsey	2. Urban District						9.0	Very High	8.2	Very High
RA-970	St. Paul	Ramsey	2. Urban District						8.5	Very High	8.8	Very High
RA-1039	St. Paul	Ramsey	2. Urban District						8.5	Very High	8.8	Very High
HE-9757	Minneapolis	Hennepin	2. Urban District		■				3.5	Low	4.9	Medium
HE-9646	Minneapolis	Hennepin	2. Urban District		■				6.4	High	7.2	High
HE-9964	Minneapolis	Hennepin	2. Urban District			■			3.4	Low	5.2	Medium
HE-9541	Minneapolis	Hennepin	2. Urban District		■	■			3.5	Low	4.9	Medium
HE-9652	Minneapolis	Hennepin	2. Urban District		■	■			3.5	Low	4.9	Medium
RA-2612	St. Paul	Ramsey	3. Urban Neighborhood	■		■		■	6.5	High	6.8	High
HE-9658	Minneapolis	Hennepin	3. Urban Neighborhood	■		■	■	■	8.0	High	8.9	Very High
RA-2133	St. Paul	Ramsey	3. Urban Neighborhood	■	■	■		■	7.6	High	7.5	High
HE-11004	Minneapolis	Hennepin	3. Urban Neighborhood	■	■	■			7.1	High	7.9	High
HE-9974	Minneapolis	Hennepin	3. Urban Neighborhood	■		■		■	7.3	High	8.6	Very High
HE-9361	Edina	Hennepin	3. Urban Neighborhood	■		■			6.1	High	6.7	High
RA-2688	St. Paul	Ramsey	3. Urban Neighborhood	■		■	■		6.4	High	7.0	High
HE-9445	Brooklyn Center	Hennepin	3. Urban Neighborhood	■		■	■		6.2	High	5.3	Medium
HE-10315	Richfield	Hennepin	3. Urban Neighborhood	■		■		■	7.4	High	6.9	High
HE-10623	Minneapolis	Hennepin	3. Urban Neighborhood	■		■	■		7.2	High	7.2	High
HE-10387	Richfield	Hennepin	3. Urban Neighborhood	■		■		■	7.4	High	6.9	High
RA-1838	St. Paul	Ramsey	3. Urban Neighborhood	■				■	1.8	Very Low	2.7	Low
HE-9389	Brooklyn Center	Hennepin	3. Urban Neighborhood	■		■	■		2.1	Low	3.5	Low
RA-2196	St. Paul	Ramsey	3. Urban Neighborhood	■	■	■		■	7.0	High	7.4	High
AN-4192	Columbia Heights	Anoka	3. Urban Neighborhood	■		■		■	8.2	Very High	7.1	High

Candidate Unique ID	City	County	Hub Type	Priority Hub	Parks overlay	TOD overlay	High transit transfer overlay	Areas of concentrated poverty overlay	Shared passenger propensity mobility index	Shared passenger propensity mobility rank	Shared micromobility propensity mobility index	Shared micromobility propensity mobility rank
HE-9872	Minneapolis	Hennepin	3. Urban Neighborhood			■		■	7.0	High	8.1	Very High
HE-9922	Minneapolis	Hennepin	3. Urban Neighborhood			■		■	8.4	Very High	8.6	Very High
RA-2258	St. Paul	Ramsey	3. Urban Neighborhood		■	■		■	6.2	High	6.6	High
HE-10656	Minneapolis	Hennepin	3. Urban Neighborhood			■			2.3	Low	3.9	Low
HE-10768	Bloomington	Hennepin	3. Urban Neighborhood			■			3.1	Low	4.0	Medium
RA-603	St. Paul	Ramsey	3. Urban Neighborhood		■	■		■	8.0	High	7.8	High
RA-2611	St. Paul	Ramsey	3. Urban Neighborhood		■	■			7.8	High	7.1	High
RA-1678	St. Paul	Ramsey	3. Urban Neighborhood		■			■	5.8	Medium	6.6	High
RA-1934	St. Paul	Ramsey	3. Urban Neighborhood					■	1.8	Very Low	2.7	Low
HE-11187	NA	Hennepin	3. Urban Neighborhood		■			■	1.1	Very Low	1.8	Very Low
HE-10431	Minneapolis	Hennepin	3. Urban Neighborhood			■			8.4	Very High	8.6	Very High
HE-10252	Minneapolis	Hennepin	3. Urban Neighborhood			■			8.9	Very High	8.9	Very High
HE-8985	Robbinsdale	Hennepin	3. Urban Neighborhood			■			7.6	High	7.6	High
HE-11126	Minneapolis	Hennepin	3. Urban Neighborhood		■	■			4.1	Medium	6.0	High
HE-10702	Bloomington	Hennepin	3. Urban Neighborhood			■			3.1	Low	4.0	Medium
HE-7328	Hopkins	Hennepin	3. Urban Neighborhood			■			5.8	Medium	5.7	Medium
RA-2262	St. Paul	Ramsey	3. Urban Neighborhood		■	■			7.9	High	7.3	High
RA-2362	St. Paul	Ramsey	3. Urban Neighborhood					■	6.2	High	6.6	High
RA-649	St. Paul	Ramsey	3. Urban Neighborhood			■			7.0	High	7.6	High
RA-1207	St. Paul	Ramsey	3. Urban Neighborhood						3.5	Low	5.3	Medium
HE-9874	Minneapolis	Hennepin	3. Urban Neighborhood			■			6.9	High	8.5	Very High
RA-285	St. Paul	Ramsey	3. Urban Neighborhood						9.0	Very High	9.0	Very High
HE-9655	Minneapolis	Hennepin	3. Urban Neighborhood		■	■			7.3	High	8.2	Very High
RA-245	St. Paul	Ramsey	3. Urban Neighborhood		■	■			5.1	Medium	5.4	Medium
HE-10422	Bloomington	Hennepin	3. Urban Neighborhood			■			5.6	Medium	6.5	High
RA-394	Falcon Heights	Ramsey	3. Urban Neighborhood						2.4	Low	5.1	Medium
HE-7206	Hopkins	Hennepin	3. Urban Neighborhood			■			7.9	High	8.0	Very High
HE-9924	Minneapolis	Hennepin	3. Urban Neighborhood			■			6.9	High	8.5	Very High
HE-10397	Minneapolis	Hennepin	3. Urban Neighborhood			■			9.0	Very High	8.6	Very High
RA-275	St. Paul	Ramsey	3. Urban Neighborhood		■	■			8.3	Very High	7.8	High

Candidate Unique ID	City	County	Hub Type	Priority Hub	Parks overlay	TOD overlay	High transit transfer overlay	Areas of concentrated poverty overlay	Shared passenger propensity mobility index	Shared passenger propensity mobility rank	Shared micromobility propensity mobility index	Shared micromobility propensity mobility rank
RA-680	St. Paul	Ramsey	3. Urban Neighborhood			■			8.8	Very High	7.6	High
HE-10921	Minneapolis	Hennepin	3. Urban Neighborhood						2.7	Low	3.4	Low
HE-10468	Minneapolis	Hennepin	3. Urban Neighborhood			■			6.6	High	7.2	High
HE-10464	Minneapolis	Hennepin	3. Urban Neighborhood		■	■			8.5	Very High	9.0	Very High
HE-8971	St. Louis Park	Hennepin	3. Urban Neighborhood			■			6.1	High	6.0	Medium
HE-8375	St. Louis Park	Hennepin	3. Urban Neighborhood			■			4.7	Medium	6.0	Medium
HE-9434	Golden Valley	Hennepin	3. Urban Neighborhood		■	■			3.4	Low	4.3	Medium
HE-10388	Richfield	Hennepin	3. Urban Neighborhood			■			6.9	High	7.3	High
RA-148	Lauderdale	Ramsey	3. Urban Neighborhood						6.7	High	5.5	Medium
HE-10392	Minneapolis	Hennepin	3. Urban Neighborhood			■			6.5	High	6.6	High
HE-9605	Minneapolis	Hennepin	3. Urban Neighborhood			■			4.6	Medium	6.8	High
HE-9900	Richfield	Hennepin	3. Urban Neighborhood			■			6.1	High	7.0	High
HE-9315	Minneapolis	Hennepin	3. Urban Neighborhood		■	■			6.8	High	7.0	High
HE-7513	Hopkins	Hennepin	3. Urban Neighborhood			■			4.7	Medium	5.6	Medium
HE-8196	St. Louis Park	Hennepin	3. Urban Neighborhood						6.3	High	7.2	High
HE-7761	St. Louis Park	Hennepin	3. Urban Neighborhood						4.9	Medium	6.5	High
HE-10318	Richfield	Hennepin	3. Urban Neighborhood			■			7.2	High	7.7	High
RA-966	St. Paul	Ramsey	3. Urban Neighborhood		■	■			4.7	Medium	4.6	Medium
HE-10389	Richfield	Hennepin	3. Urban Neighborhood			■			6.9	High	7.3	High
HE-7018	Hopkins	Hennepin	3. Urban Neighborhood			■			5.8	Medium	5.7	Medium
HE-7821	Hopkins	Hennepin	3. Urban Neighborhood			■			3.6	Low	5.1	Medium
RA-1233	St. Paul	Ramsey	3. Urban Neighborhood		■	■			4.7	Medium	5.5	Medium
HE-10564	Bloomington	Hennepin	3. Urban Neighborhood			■			6.2	High	5.9	Medium
RA-803	Roseville	Ramsey	3. Urban Neighborhood						5.5	Medium	4.9	Medium
HE-10390	Richfield	Hennepin	3. Urban Neighborhood			■			7.2	High	7.7	High
HE-9387	Brooklyn Center	Hennepin	3. Urban Neighborhood			■			2.1	Low	3.5	Low
HE-10747	Minneapolis	Hennepin	3. Urban Neighborhood						9.1	Very High	8.2	Very High
HE-9608	Minneapolis	Hennepin	3. Urban Neighborhood			■			8.9	Very High	8.7	Very High
HE-8739	St. Louis Park	Hennepin	3. Urban Neighborhood						7.9	High	7.0	High
AN-3770	Fridley	Anoka	3. Urban Neighborhood			■			6.2	High	6.9	High

Candidate Unique ID	City	County	Hub Type	Priority Hub	Parks overlay	TOD overlay	High transit transfer overlay	Areas of concentrated poverty overlay	Shared passenger propensity mobility index	Shared passenger propensity mobility rank	Shared micromobility propensity mobility index	Shared micromobility propensity mobility rank
RA-500	St. Paul	Ramsey	3. Urban Neighborhood			■			2.5	Low	3.0	Low
HE-11130	Minneapolis	Hennepin	3. Urban Neighborhood		■				6.8	High	7.5	High
RA-2472	St. Paul	Ramsey	3. Urban Neighborhood						8.8	Very High	7.9	High
HE-8679	St. Louis Park	Hennepin	3. Urban Neighborhood			■			6.2	High	5.6	Medium
AN-4195	Columbia Heights	Anoka	3. Urban Neighborhood			■			6.2	High	6.4	High
AN-4679	St. Anthony	Anoka	3. Urban Neighborhood						6.7	High	7.6	High
DA-5440	West St. Paul	Dakota	3. Urban Neighborhood						5.5	Medium	5.4	Medium
HE-8316	St. Louis Park	Hennepin	3. Urban Neighborhood						8.4	Very High	7.0	High
AN-3588	Fridley	Anoka	3. Urban Neighborhood			■			6.3	High	5.3	Medium
RA-543	Falcon Heights	Ramsey	3. Urban Neighborhood			■			2.7	Low	4.2	Medium
RA-614	St. Paul	Ramsey	3. Urban Neighborhood			■			2.5	Low	3.0	Low
DA-6302	South St. Paul	Dakota	3. Urban Neighborhood						8.1	Very High	7.7	High
HE-8925	Robbinsdale	Hennepin	3. Urban Neighborhood						7.5	High	7.5	High
HE-10305	Minneapolis	Hennepin	3. Urban Neighborhood			■			3.6	Low	3.8	Low
HE-9109	Brooklyn Center	Hennepin	3. Urban Neighborhood						5.1	Medium	5.8	Medium
RA-867	St. Paul	Ramsey	3. Urban Neighborhood						7.1	High	7.6	High
HE-10659	Minneapolis	Hennepin	3. Urban Neighborhood			■			9.4	Very High	8.7	Very High
RA-428	St. Paul	Ramsey	3. Urban Neighborhood						2.5	Low	3.0	Low
RA-2804	St. Paul	Ramsey	3. Urban Neighborhood						8.0	Very High	7.9	High
HE-10465	Minneapolis	Hennepin	3. Urban Neighborhood		■	■			8.7	Very High	7.5	High
DA-9452	Hastings	Dakota	3. Urban Neighborhood						6.9	High	6.3	High
HE-9190	Edina	Hennepin	3. Urban Neighborhood						7.4	High	6.1	High
HE-10004	Minneapolis	Hennepin	3. Urban Neighborhood		■				7.4	High	7.3	High
HE-9309	Minneapolis	Hennepin	3. Urban Neighborhood						7.8	High	7.3	High
DA-9876	Hastings	Dakota	3. Urban Neighborhood						7.1	High	7.4	High
HE-10867	Bloomington	Hennepin	4. Suburban District	■		■			1.5	Very Low	2.0	Very Low
DA-431	Burnsville	Dakota	4. Suburban District	■		■		■	6.2	High	4.5	Medium
RA-2515	Maplewood	Ramsey	4. Suburban District	■		■			4.3	Medium	4.3	Medium
RA-657	Roseville	Ramsey	4. Suburban District	■		■			4.2	Medium	4.7	Medium
HE-9989	Bloomington	Hennepin	4. Suburban District	■		■			4.5	Medium	4.1	Medium

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RA-2608	St. Paul	Ramsey	4. Suburban District	■	■			■	2.7	Low	3.6	Low
DA-335	Burnsville	Dakota	4. Suburban District	■		■		■	6.2	High	4.5	Medium
HE-6434	Eden Prairie	Hennepin	4. Suburban District	■		■			5.8	Medium	5.5	Medium
HE-6662	Maple Grove	Hennepin	4. Suburban District	■		■			2.6	Low	4.6	Medium
AN-3778	Blaine	Anoka	4. Suburban District	■					3.0	Low	4.1	Medium
HE-10079	Brooklyn Center	Hennepin	4. Suburban District	■				■	5.2	Medium	5.7	Medium
HE-10077	Brooklyn Center	Hennepin	4. Suburban District	■				■	5.6	Medium	5.8	Medium
HE-9840	Bloomington	Hennepin	4. Suburban District	■		■			4.5	Medium	4.1	Medium
HE-6817	Eden Prairie	Hennepin	4. Suburban District	■	■	■			5.8	Medium	5.5	Medium
RA-1469	Roseville	Ramsey	4. Suburban District	■					6.2	High	6.3	High
HE-10932	Bloomington	Hennepin	4. Suburban District			■			1.5	Very Low	2.0	Very Low
HE-8030	Brooklyn Park	Hennepin	4. Suburban District			■			4.8	Medium	5.1	Medium
DA-1789	Apple Valley	Dakota	4. Suburban District			■			7.6	High	6.5	High
DA-511	Burnsville	Dakota	4. Suburban District			■			1.5	Very Low	2.0	Very Low
HE-8516	Crystal	Hennepin	4. Suburban District			■			2.7	Low	3.4	Low
DA-1744	Eagan	Dakota	4. Suburban District			■			6.7	High	6.6	High
HE-10964	Bloomington	Hennepin	4. Suburban District			■			1.5	Very Low	2.0	Very Low
DA-3089	Eagan	Dakota	4. Suburban District			■			6.8	High	6.9	High
HE-9323	Golden Valley	Hennepin	4. Suburban District		■	■			3.6	Low	4.0	Medium
HE-8212	Brooklyn Park	Hennepin	4. Suburban District			■			5.5	Medium	5.1	Medium
RA-2837	Maplewood	Ramsey	4. Suburban District		■				2.6	Low	3.5	Low
HE-8694	Crystal	Hennepin	4. Suburban District						6.2	High	7.5	High
HE-8094	Brooklyn Park	Hennepin	4. Suburban District			■			3.3	Low	3.8	Low
RA-1128	Shoreview	Ramsey	4. Suburban District		■				4.3	Medium	4.2	Medium
WA-1429	Woodbury	Washington	4. Suburban District			■			3.2	Low	3.2	Low
RA-2233	Maplewood	Ramsey	4. Suburban District			■			5.2	Medium	6.8	High
HE-6963	Minnetonka	Hennepin	4. Suburban District			■			7.9	High	7.6	High
RA-2585	Maplewood	Ramsey	4. Suburban District						4.4	Medium	4.5	Medium
AN-1602	Anoka	Anoka	4. Suburban District			■			6.3	High	5.4	Medium
WA-1346	Woodbury	Washington	4. Suburban District			■			3.2	Low	3.2	Low

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SC-3788	Shakopee	Scott	4. Suburban District						5.4	Medium	4.1	Medium
RA-2232	Maplewood	Ramsey	4. Suburban District		■	■			4.8	Medium	6.2	High
HE-8747	Golden Valley	Hennepin	4. Suburban District						4.6	Medium	5.3	Medium
HE-7029	Plymouth	Hennepin	4. Suburban District						2.9	Low	3.2	Low
WA-1345	Woodbury	Washington	4. Suburban District			■			6.0	High	5.7	Medium
RA-2963	North St. Paul	Ramsey	4. Suburban District						7.7	High	7.7	High
HE-7285	Plymouth	Hennepin	4. Suburban District						5.6	Medium	6.4	High
HE-7321	Eden Prairie	Hennepin	4. Suburban District			■			1.6	Very Low	2.5	Low
HE-7323	Eden Prairie	Hennepin	4. Suburban District			■			1.6	Very Low	2.5	Low
RA-2594	White Bear Lake	Ramsey	4. Suburban District			■			4.6	Medium	4.6	Medium
HE-5685	Maple Grove	Hennepin	4. Suburban District						4.3	Medium	4.7	Medium
HE-7494	Champlin	Hennepin	4. Suburban District						3.3	Low	3.6	Low
RA-2953	Maplewood	Ramsey	4. Suburban District		■	■			2.3	Low	3.1	Low
AN-4384	Fridley	Anoka	4. Suburban District						5.9	Medium	5.7	Medium
AN-3239	Coon Rapids	Anoka	4. Suburban District			■			2.0	Low	2.2	Low
HE-6322	Minnetonka	Hennepin	4. Suburban District						2.9	Low	3.8	Low
RA-303	Mounds View	Ramsey	4. Suburban District						5.4	Medium	5.0	Medium
WA-1601	Oakdale	Washington	4. Suburban District			■			2.6	Low	2.3	Low
RA-1757	Little Canada	Ramsey	4. Suburban District						3.3	Low	3.6	Low
HE-8942	Brooklyn Park	Hennepin	4. Suburban District			■			4.3	Medium	4.3	Medium
RA-2747	White Bear Lake	Ramsey	4. Suburban District			■			5.7	Medium	6.2	High
RA-401	Roseville	Ramsey	4. Suburban District						1.9	Very Low	2.9	Low
WA-5394	Stillwater	Washington	4. Suburban District						3.7	Low	3.2	Low
HE-8098	Brooklyn Park	Hennepin	4. Suburban District			■			1.5	Very Low	2.2	Low
CA-6906	Chanhassen	Carver	4. Suburban District						4.5	Medium	4.8	Medium
HE-8096	Brooklyn Park	Hennepin	4. Suburban District			■			4.8	Medium	4.9	Medium
HE-4638	Chanhassen	Hennepin	4. Suburban District						3.8	Low	4.5	Medium
RA-2484	White Bear Lake	Ramsey	4. Suburban District			■			7.1	High	5.9	Medium
WA-846	Oakdale	Washington	4. Suburban District			■			7.0	High	5.6	Medium
RA-35	New Brighton	Ramsey	4. Suburban District						5.4	Medium	4.5	Medium

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DA-4185	Rosemount	Dakota	4. Suburban District						4.5	Medium	6.2	High
WA-1516	Woodbury	Washington	4. Suburban District			■			3.2	Low	3.2	Low
HE-7767	Golden Valley	Hennepin	4. Suburban District						2.4	Low	3.3	Low
AN-1790	Anoka	Anoka	4. Suburban District						6.3	High	5.4	Medium
AN-2137	Coon Rapids	Anoka	4. Suburban District			■			2.7	Low	2.8	Low
WA-1185	Oakdale	Washington	4. Suburban District						4.5	Medium	4.3	Medium
RA-2301	Maplewood	Ramsey	4. Suburban District			■			2.3	Low	3.0	Low
HE-8778	Bloomington	Hennepin	4. Suburban District						7.7	High	6.8	High
DA-1791	Apple Valley	Dakota	4. Suburban District			■			5.8	Medium	5.1	Medium
HE-5224	Maple Grove	Hennepin	4. Suburban District						4.3	Medium	4.7	Medium
RA-2340	Vadnais Heights	Ramsey	4. Suburban District			■			1.9	Very Low	2.4	Low
DA-1734	Apple Valley	Dakota	4. Suburban District			■			5.6	Medium	5.0	Medium
SC-6652	Savage	Scott	4. Suburban District						5.8	Medium	5.5	Medium
DA-2225	Eagan	Dakota	4. Suburban District						5.4	Medium	5.2	Medium
HE-8534	Champlin	Hennepin	4. Suburban District						3.9	Low	4.1	Medium
HE-6852	Maple Grove	Hennepin	4. Suburban District						6.5	High	6.5	High
CA-6877	Chanhassen	Carver	4. Suburban District			■			3.1	Low	3.0	Low
RA-2376	Gem Lake	Ramsey	4. Suburban District			■			1.9	Very Low	2.4	Low
HE-7641	St. Louis Park	Hennepin	4. Suburban District						3.9	Low	4.0	Medium
RA-2171	Maplewood	Ramsey	4. Suburban District						2.3	Low	3.0	Low
AN-1312	Anoka	Anoka	4. Suburban District						3.0	Low	2.8	Low
HE-7975	Brooklyn Park	Hennepin	4. Suburban District			■			1.5	Very Low	2.2	Low
DA-2802	Apple Valley	Dakota	4. Suburban District						4.2	Medium	4.1	Medium
CA-6496	Chaska	Carver	4. Suburban District						2.2	Low	2.0	Low
SC-4939	Shakopee	Scott	4. Suburban District						3.0	Low	2.1	Low
SC-5981	Savage	Scott	4. Suburban District						5.2	Medium	4.7	Medium
AN-5823	Blaine	Anoka	4. Suburban District						3.1	Low	3.8	Low
HE-9150	Golden Valley	Hennepin	4. Suburban District		■				3.6	Low	4.1	Medium
HE-5208	Plymouth	Hennepin	4. Suburban District						4.3	Medium	4.2	Medium
HE-1463	Mound	Hennepin	5. Edge	■					6.7	High	7.7	High

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WA-1581	Cottage Grove	Washington	5. Edge	■		■			5.8	Medium	4.6	Medium
HE-6925	Maple Grove	Hennepin	5. Edge	■	■				1.3	Very Low	2.8	Low
AN-5398	Blaine	Anoka	5. Edge	■		■			1.1	Very Low	1.2	Very Low
CA-6500	Chaska	Carver	5. Edge	■		■			4.2	Medium	3.3	Low
SC-5453	Shakopee	Scott	5. Edge	■		■			2.4	Low	1.7	Very Low
CA-4034	Waconia	Carver	5. Edge	■					2.2	Low	2.0	Very Low
AN-627	Ramsey	Anoka	5. Edge	■		■			1.9	Very Low	2.1	Low
SC-5145	Prior Lake	Scott	5. Edge	■					4.1	Medium	3.6	Low
WA-1414	Cottage Grove	Washington	5. Edge	■					5.9	Medium	4.9	Medium
CA-6186	Chaska	Carver	5. Edge	■					2.2	Low	2.0	Low
HE-5070	Plymouth	Hennepin	5. Edge	■					4.2	Medium	4.7	Medium
DA-1737	Apple Valley	Dakota	5. Edge	■					3.9	Low	3.4	Low
HE-3751	Rogers	Hennepin	5. Edge	■					1.6	Very Low	2.2	Low
AN-8033	Centerville	Anoka	5. Edge	■					2.8	Low	2.5	Low
CA-6149	Carver	Carver	5. Edge						1.1	Very Low	1.0	Very Low
SC-1782	Jordan	Scott	5. Edge						3.1	Low	2.4	Low
DA-1783	Lakeville	Dakota	5. Edge						2.1	Low	2.5	Low
HE-3432	Excelsior	Hennepin	5. Edge						5.6	Medium	5.6	Medium
DA-3881	Farmington	Dakota	5. Edge						1.1	Very Low	1.7	Very Low
HE-4586	Wayzata	Hennepin	5. Edge						7.2	High	6.7	High
WA-6	Hugo	Washington	5. Edge						2.3	Low	2.1	Low
CA-1579	Norwood Young America	Carver	5. Edge						2.0	Low	1.5	Very Low
SC-690	Belle Plaine	Scott	5. Edge						1.9	Very Low	1.9	Very Low
CA-1666	Norwood Young America	Carver	5. Edge						2.0	Low	1.5	Very Low
CA-6337	Carver	Carver	5. Edge						1.1	Very Low	1.0	Very Low
WA-333	Hugo	Washington	5. Edge						2.3	Low	2.1	Low
HE-1648	Maple Plain	Hennepin	5. Edge		■				1.1	Very Low	1.5	Very Low
AN-1858	St. Francis	Anoka	5. Edge						1.0	Very Low	1.0	Very Low
CA-2873	Watertown	Carver	5. Edge						5.8	Medium	5.9	Medium
SC-6703	Elko New Market	Scott	5. Edge						1.1	Very Low	1.2	Very Low

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HE-600	Rockford	Hennepin	5. Edge						1.1	Very Low	1.9	Very Low
HE-1926	Spring Park	Hennepin	5. Edge						8.0	High	7.1	High
CA-2072	Mayer	Carver	5. Edge						1.1	Very Low	1.0	Very Low
DA-7234	NA	Dakota	5. Edge						1.0	Very Low	1.6	Very Low
DA-7514	Hampton	Dakota	5. Edge						1.0	Very Low	1.6	Very Low
CA-747	New Germany	Carver	5. Edge						1.0	Very Low	1.0	Very Low
DA-8106	Vermillion	Dakota	5. Edge						1.1	Very Low	1.6	Very Low
HE-2596	Orono	Hennepin	5. Edge						1.9	Very Low	2.0	Very Low
CA-4168	Cologne	Carver	5. Edge						1.1	Very Low	1.0	Very Low
CA-723	Hamburg	Carver	5. Edge						1.0	Very Low	1.0	Very Low
HE-4308	Shorewood	Hennepin	5. Edge						3.4	Low	3.0	Low
CA-5948	Victoria	Carver	5. Edge						2.3	Low	2.0	Very Low
HE-1991	Medina	Hennepin	5. Edge		■				1.1	Very Low	2.1	Low
HE-10437	Minneapolis	Hennepin	6. Activity	■		■		■	9.5	Very High	9.3	Very High
HE-10473	Minneapolis	Hennepin	6. Activity	■		■		■	8.7	Very High	9.1	Very High
HE-10786	Minneapolis	Hennepin	6. Activity	■	■	■		■	6.0	Medium	7.7	High
RA-1525	St. Paul	Ramsey	6. Activity	■		■		■	2.9	Low	6.0	High
RA-684	St. Paul	Ramsey	6. Activity	■		■	■	■	5.2	Medium	6.2	High
RA-1906	St. Paul	Ramsey	6. Activity	■		■		■	8.6	Very High	8.3	Very High
HE-10918	Minneapolis	Hennepin	6. Activity	■	■	■			7.3	High	8.4	Very High
RA-1491	St. Paul	Ramsey	6. Activity	■	■	■			8.4	Very High	9.1	Very High
HE-10951	Minneapolis	Hennepin	6. Activity	■		■			5.9	Medium	5.9	Medium
RA-1396	St. Paul	Ramsey	6. Activity	■		■		■	6.5	High	7.2	High
HE-9305	Edina	Hennepin	6. Activity	■					9.5	Very High	8.9	Very High
RA-2840	Maplewood	Ramsey	6. Activity	■	■	■			2.3	Low	3.1	Low
HE-11171	NA	Hennepin	6. Activity	■	■	■		■	1.1	Very Low	1.8	Very Low
RA-656	Roseville	Ramsey	6. Activity	■		■			6.2	High	6.1	High
RA-315	St. Paul	Ramsey	6. Activity	■	■				6.4	High	8.1	Very High
RA-645	St. Paul	Ramsey	6. Activity			■			7.9	High	7.3	High
RA-468	Falcon Heights	Ramsey	6. Activity						2.7	Low	4.2	Medium

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RA-829	St. Paul	Ramsey	6. Activity						8.2	Very High	8.3	Very High
HE-9795	Richfield	Hennepin	6. Activity			■			5.1	Medium	4.9	Medium
RA-686	St. Paul	Ramsey	6. Activity			■			7.0	High	7.6	High
RA-615	Falcon Heights	Ramsey	6. Activity			■			2.4	Low	5.1	Medium
RA-905	St. Paul	Ramsey	6. Activity		■				4.5	Medium	5.0	Medium
HE-9846	Bloomington	Hennepin	6. Activity			■			4.7	Medium	5.3	Medium
HE-8374	St. Louis Park	Hennepin	6. Activity			■			4.9	Medium	4.9	Medium
DA-560	Burnsville	Dakota	6. Activity					■	4.4	Medium	3.9	Low
HE-10174	Richfield	Hennepin	6. Activity			■			6.6	High	6.7	High
HE-10966	NA	Hennepin	6. Activity					■	1.1	Very Low	1.8	Very Low
HE-6945	Eden Prairie	Hennepin	6. Activity		■	■			2.2	Low	3.2	Low
HE-7883	St. Louis Park	Hennepin	6. Activity						4.9	Medium	6.5	High
HE-8684	Golden Valley	Hennepin	6. Activity						4.3	Medium	5.0	Medium
HE-7575	Hopkins	Hennepin	6. Activity						4.7	Medium	5.6	Medium
DA-1863	Eagan	Dakota	6. Activity			■			4.1	Medium	3.9	Low
DA-5726	West St. Paul	Dakota	6. Activity						6.9	High	6.9	High
HE-9382	Robbinsdale	Hennepin	6. Activity						6.8	High	7.5	High
HE-7263	Minnetonka	Hennepin	6. Activity			■			3.4	Low	3.9	Low
DA-3090	Eagan	Dakota	6. Activity			■			3.2	Low	2.6	Low
RA-2373	Maplewood	Ramsey	6. Activity			■			4.3	Medium	4.3	Medium
HE-5557	Maple Grove	Hennepin	6. Activity			■			1.3	Very Low	2.6	Low
RA-422	St. Paul	Ramsey	6. Activity						6.3	High	7.2	High
HE-9181	Bloomington	Hennepin	6. Activity						4.9	Medium	5.2	Medium
AN-3897	Spring Lake Park	Anoka	6. Activity						6.1	High	5.6	Medium
HE-11153	NA	Hennepin	6. Activity						1.1	Very Low	1.8	Very Low
SC-3872	Shakopee	Scott	6. Activity						3.0	Low	2.1	Low
AN-4013	Fridley	Anoka	6. Activity						4.2	Medium	4.0	Low
AN-4383	Fridley	Anoka	6. Activity						3.3	Low	3.5	Low
HE-7134	Eden Prairie	Hennepin	6. Activity		■				1.6	Very Low	2.5	Low
HE-9096	Golden Valley	Hennepin	6. Activity		■				3.6	Low	4.0	Medium

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HE-10091	Bloomington	Hennepin	6. Activity						4.3	Medium	4.7	Medium
AN-1825	Coon Rapids	Anoka	6. Activity						2.7	Low	2.9	Low
RA-2878	Maplewood	Ramsey	6. Activity		■				2.3	Low	3.1	Low
DA-277	Burnsville	Dakota	6. Activity						4.9	Medium	5.3	Medium
RA-1157	Shoreview	Ramsey	6. Activity		■				6.5	High	5.8	Medium
WA-842	Woodbury	Washington	6. Activity						4.7	Medium	4.4	Medium
WA-758	Woodbury	Washington	6. Activity						4.7	Medium	4.4	Medium
RA-3106	Maplewood	Ramsey	6. Activity						2.3	Low	3.1	Low
HE-9842	Bloomington	Hennepin	6. Activity						3.9	Low	4.1	Medium
HE-8841	Bloomington	Hennepin	6. Activity						2.8	Low	2.8	Low
HE-8222	Brooklyn Park	Hennepin	6. Activity			■			1.5	Very Low	2.2	Low
HE-7645	Golden Valley	Hennepin	6. Activity						2.4	Low	3.3	Low
HE-7447	Minnetonka	Hennepin	6. Activity						3.4	Low	3.9	Low
WA-1933	Woodbury	Washington	6. Activity						3.8	Low	3.8	Low
HE-8609	Edina	Hennepin	6. Activity						3.0	Low	3.1	Low
DA-9564	Hastings	Dakota	6. Activity						2.2	Low	2.8	Low
WA-5918	Stillwater	Washington	6. Activity						3.7	Low	3.2	Low
HE-5752	Maple Grove	Hennepin	6. Activity						4.3	Medium	4.7	Medium
AN-4696	Blaine	Anoka	6. Activity						3.0	Low	2.5	Low
RA-883	Arden Hills	Ramsey	6. Activity						3.1	Low	3.6	Low
RA-737	Arden Hills	Ramsey	6. Activity						4.5	Medium	3.6	Low
CA-3935	Waconia	Carver	6. Activity						4.1	Medium	2.9	Low
RA-624	Roseville	Ramsey	6. Activity						4.2	Medium	4.7	Medium
HE-7471	Plymouth	Hennepin	6. Activity						4.0	Medium	4.6	Medium
WA-7236	Bayport	Washington	6. Activity						3.0	Low	3.5	Low
AN-2098	Coon Rapids	Anoka	6. Activity						2.7	Low	2.8	Low
SC-2661	New Prague	Scott	6. Activity						2.1	Low	3.0	Low
CA-6392	Chanhassen	Carver	6. Activity						1.3	Very Low	1.2	Very Low
WA-2512	Woodbury	Washington	6. Activity						2.4	Low	2.8	Low
DA-93	Burnsville	Dakota	6. Activity						2.9	Low	3.1	Low

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DA-4487	Eagan	Dakota	6. Activity						3.2	Low	3.3	Low
RA-848	Arden Hills	Ramsey	6. Activity						3.1	Low	3.6	Low
HE-6401	Plymouth	Hennepin	6. Activity						4.8	Medium	5.0	Medium
CA-6558	Chanhassen	Carver	6. Activity						1.3	Very Low	1.2	Very Low
DA-2423	Eagan	Dakota	6. Activity						5.0	Medium	3.9	Low
HE-6642	Minnetonka	Hennepin	6. Activity						2.5	Low	3.2	Low
HE-5864	Minnetonka	Hennepin	6. Activity						4.3	Medium	3.9	Low
DA-2496	Northfield	Dakota	6. Activity						1.1	Very Low	1.6	Very Low
DA-2285	Apple Valley	Dakota	6. Activity		■				2.3	Low	3.1	Low
HE-6036	Eden Prairie	Hennepin	6. Activity						1.4	Very Low	1.9	Very Low
HE-5661	Minnetonka	Hennepin	6. Activity						2.1	Low	2.8	Low
RA-978	St. Paul	Ramsey	7. Mobility Investment	■	■				7.4	High	7.9	High
HE-8852	St. Louis Park	Hennepin	7. Mobility Investment	■					7.1	High	7.3	High
HE-8082	New Hope	Hennepin	7. Mobility Investment	■					5.3	Medium	5.7	Medium
RA-1471	Roseville	Ramsey	7. Mobility Investment	■					4.7	Medium	4.6	Medium
HE-7955	New Hope	Hennepin	7. Mobility Investment	■					4.3	Medium	5.7	Medium
HE-9395	Brooklyn Park	Hennepin	7. Mobility Investment	■					5.9	Medium	5.6	Medium
DA-4862	West St. Paul	Dakota	7. Mobility Investment	■	■				5.2	Medium	6.2	High
WA-6355	Stillwater	Washington	7. Mobility Investment	■					6.8	High	6.6	High
HE-7421	Osseo	Hennepin	7. Mobility Investment	■					6.0	High	6.1	High
HE-8584	Brooklyn Park	Hennepin	7. Mobility Investment	■					6.1	High	6.5	High
SC-3494	Shakopee	Scott	7. Mobility Investment						4.4	Medium	4.8	Medium
RA-3121	Mahtomedi	Ramsey	7. Mobility Investment						2.5	Low	2.5	Low
RA-228	New Brighton	Ramsey	7. Mobility Investment						4.3	Medium	4.5	Medium
DA-6653	South St. Paul	Dakota	7. Mobility Investment						8.3	Very High	7.3	High
WA-262	Forest Lake	Washington	7. Mobility Investment						2.3	Low	2.4	Low
DA-6719	Inver Grove Heights	Dakota	7. Mobility Investment						6.6	High	5.9	Medium
DA-1257	Lakeville	Dakota	7. Mobility Investment						2.6	Low	2.9	Low
RA-23	New Brighton	Ramsey	7. Mobility Investment						6.1	High	6.1	High
DA-9841	Hastings	Dakota	7. Mobility Investment						7.1	High	7.4	High

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SC-6500	Savage	Scott	7. Mobility Investment						2.0	Very Low	2.0	Very Low
HE-5936	Plymouth	Hennepin	7. Mobility Investment						2.9	Low	3.9	Low
SC-1892	Jordan	Scott	7. Mobility Investment						3.3	Low	2.7	Low