

## Chapter 2 – Major Trends Affecting Transportation

Transportation in the Twin Cities metropolitan area is multi-modal. The focus of this plan is on highways. The responsibility for transit and bicycle/pedestrian planning is primarily the responsibility of the Metropolitan Council. Airport planning is mainly the responsibility of the Metropolitan Airports Commission. Although the focus of this plan is on highway capital improvements, Mn/DOT Metro District is involved in all modes of transportation planning.

Since 1970, the population of the Twin Cities metropolitan area has grown by 767,000, or more than 40 percent. During this same period, the region has seen:

- **More women entering the workforce.** Between 1970 and 2000, the proportion of women in the Twin Cities workforce increased from 48.8 percent to 71.4 percent. Among the largest 25 metropolitan areas, the Twin Cities ranks the highest in both male and female workforce participation.
- **Dramatic growth in auto ownership.** In 1970, a third of the households in the Twin Cities metropolitan area had two cars. By 2000, the figure had increased to 62 percent. In 2000, there was slightly more than one car for every licensed driver in the metro area.
- **Increased suburbanization and decentralization.** In 1970, 54 percent of the region's households were outside of Minneapolis and St. Paul. By 2000, the figure had risen to 73 percent. Similarly, the share of the region's jobs located outside of the central cities grew from 44 percent in 1970 to 69 percent in 2000. This share of regional employment is expected to reach 82 percent by 2030.

Today, more people are making more trips and traveling longer distances, with suburb-to-suburb commutes exceeding those from the suburbs to the central cities. By 2030, the region is expected to add nearly 1 million people, 470,000 households and 560,000 jobs. This will generate an additional 4 million daily trips, a 37 percent increase in travel on our region's roadways. The population of the adjacent counties – where 5% or more of the population commute to the seven-county area – will also increase more than 30% by 2030.

Many different modes of transportation are used within the Twin Cities area, although the auto accounts for more than 89% of all person-trips. Travel to or from the rest of the state, country or world also takes place by train, waterway, or air. The 2000 Travel Behavior Inventory showed that more than 93% of the trips in the metropolitan area both start and end within the region, while 6% start or end outside the metropolitan area. Fewer than 1% of trips are pass-through trips with both their origin and destination outside the seven-county region.

Daily travel for work, shopping, school, and other purposes expands as the region grows, according to the most recent travel survey conducted by the Council in 2000. This trend is expected to continue as the region expands.

Daily travel growth is due to many factors such as:

- number of people
- number of households
- number of jobs
- income levels
- labor force participation rate
- availability of cars
- alternative modes of travel
- regional land use patterns

In 1999, when compared to the nation's 25 most populous Metropolitan Statistical Areas (MSA), the Twin Cities 13-county MSA had the third-highest median household and family income and the fifth highest per-capita income. The poverty rate in the 13-county region was 6.5% in 1999, the lowest of the 25 largest MSAs. The percentage of elderly residents below the poverty line was 6.1% and ranked 24th. The region ranked highest in the percentage of households with earnings of \$50,000 to \$99,000. The region ranked highest in both male and female labor force participation. The percentage of two wage earner households in 2000 was 68%, which ranked highest among the 25 most populous areas.

In 1970, 33% of households in the region had two or more cars. By 2000, this had increased to 62%. The average number of licensed drivers per household in 2000 was 1.75. In 2000, there were 1.03 registered vehicles for each licensed driver in the seven counties. In the adjacent 13 counties there were 1.13 vehicles for each licensed driver.

The pattern of land use within the region also encouraged growth in traffic. Both households and jobs have dispersed since 1970; at that time 54% of the region's households lived outside Minneapolis and St. Paul. By 2000, the number had risen to 73%. Over the same period, more jobs located in the suburbs. In 1970, 44% of the region's jobs were outside Minneapolis and St. Paul. By 2000, the number had increased to 69%. The two downtowns and the University of Minnesota are key transit markets. While the number of jobs in these three locations has grown, the percentage of regional jobs they provide has decreased significantly, dropping from 25% in 1970 to 15% in 2000.

A measure of job availability is jobs per household by county. Hennepin and Ramsey Counties still exhibit much higher rates of jobs per household than any of the other counties examined. Job location relative to household location influences travel patterns. No longer do the majority of commuters primarily travel inward in the morning and outward at night. Instead, they commute throughout the region, with suburb-to-suburb commuting exceeding suburb-to-central city commutes.

Chapter 2 of the Metropolitan Council's 2030 Transportation Policy Plan further details the driving forces behind Twin Cities travel behavior. In addition, it outlines the status of the existing transportation system including highways, transit, aviation, and freight and goods movement. The Metropolitan Council's 2030 Transportation Policy Plan is available for review at <http://www.metrocouncil.org/planning/transportation/TPP/2004/summary.htm> or by calling 651-602-1000.