

Twin Cities Shared Mobility Action Plan

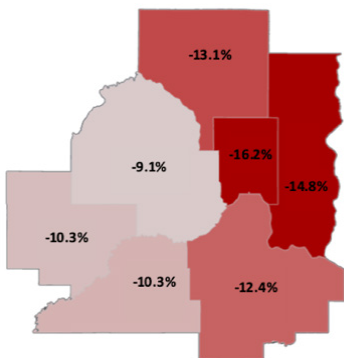
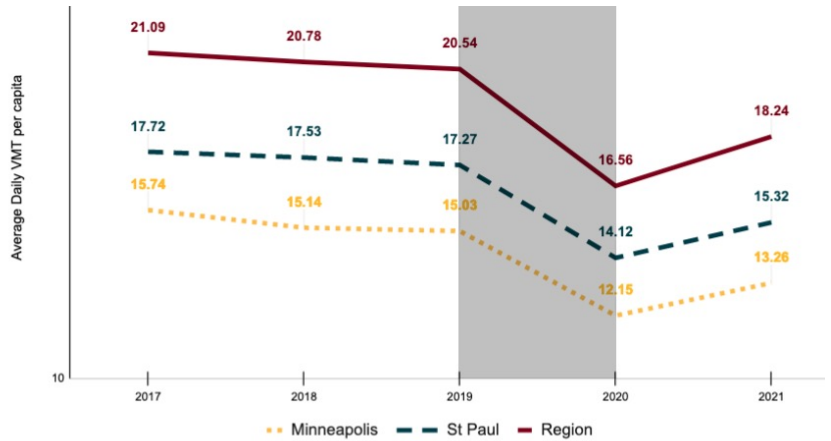
Progress Report At-a-Glance (2017 – 2022)



In 2017, regional stakeholders came together to advance a shared vision for the future of transportation in the Twin Cities by creating the Shared Mobility Collaborative. This five-year summary shows the progress on select measures of the collaborative's Action Plan.

Goal 1: Shift households away from single-occupant vehicles and toward transit and shared mobility as the region grows.

The COVID-19 pandemic accounts for a significant disruption in average vehicles miles traveled per capita. Nonetheless, the longer-term downward trend continues.



Difference Vehicles Registered in 2017 and 2021

The number of registered vehicles in the seven-county metro area steadily **declined by 11.9%** between 2017 and 2021.



The number of carsharing vehicles tripled to **more than 300**

The number of shared bicycles and scooters **increased to 4,800**.



Goal 2: Ensure that shared mobility programs are adapted to serve the same broad user base that makes up public transportation ridership.

Projects implemented between 2017 and 2022 in areas with higher than average populations of Black, Indigenous, and People of Color include:



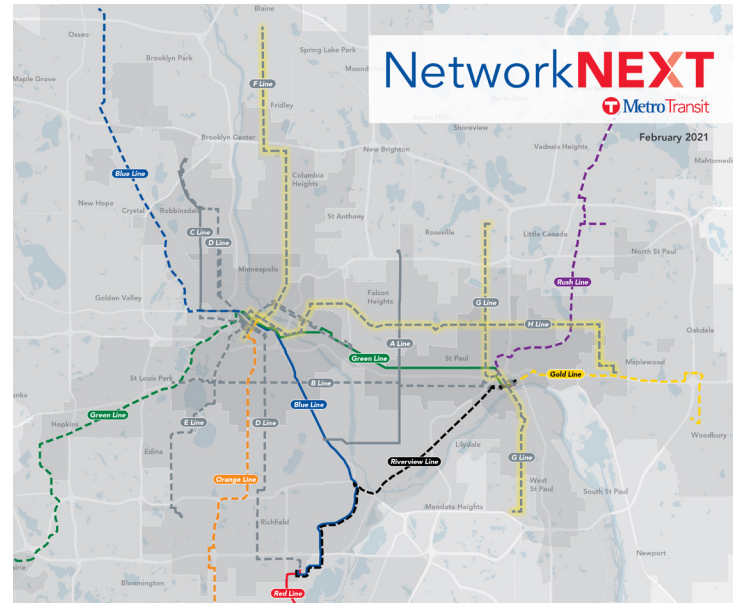
- Metro Transit micro pilot project - on-demand service to improve connections to transit in parts of north Minneapolis
- Lime scooter Equity Zone pricing in select Saint Paul neighborhoods.
- HOURCAR Access PLUS program providing reduced rates for households earning **less than 50%** of Area Median Income



Read the full report at msharedmobility.org/About

Future of Shared Mobility in Minnesota

Although the Twin Cities and Minnesota have become national leaders in shared mobility, much work remains to be done for shared mobility to meet our needs. Future opportunities, gaps, and areas of focus that the Collaborative has identified are highlighted below.



Opportunities

- Following Network Next, a forward-looking plan to identify the region's next arterial BRT lines completed in 2021, secure deep investment to develop the regional Bus Rapid Transit network through 2030 and establish high-service transit as a backbone of shared mobility.
- Statewide focus and high potential for services in Minnesota's rural areas and smaller cities.

Gaps

- Stabilization of shared mobility services following disruption due to the COVID-19 pandemic.
- Data security
- Stable, non-federal project funding.
- Regional, public transportation centered approach to shared mobility (bikeshare, cargo bikes, scooters, etc.) funding and operations

Takeaways

Regional and statewide investments in shared mobility have created a foundation for significant infrastructure expansion and service improvements.

With the era of venture capital-backed startups sunsetting, we need sustainable models for shared mobility services.

Shared Mobility will continue to evolve and respond to disruptions and opportunities. Providers and communities will remain on a learning curve.



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