
Health, Climate, and Transportation Options

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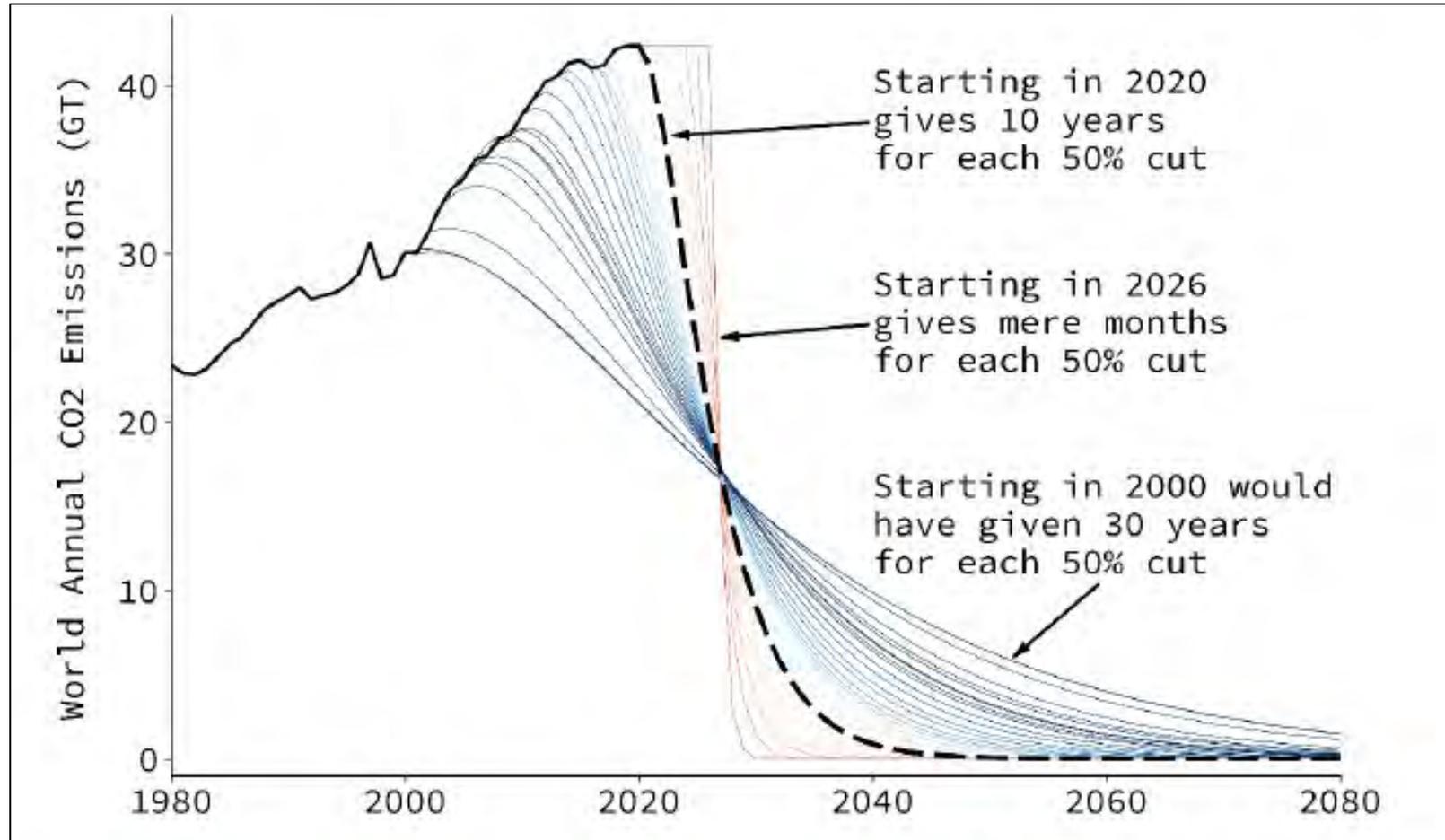
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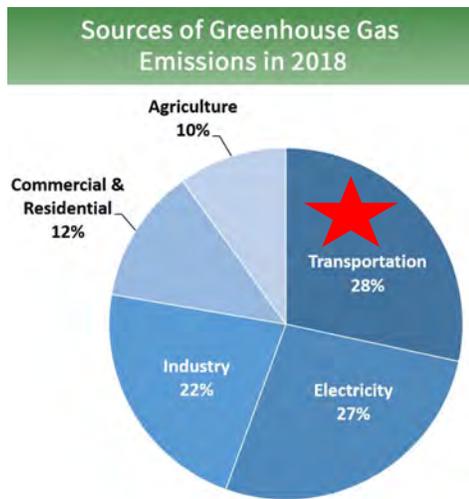
May 22, 2021

WE NEED CLIMATE ACTION NOW



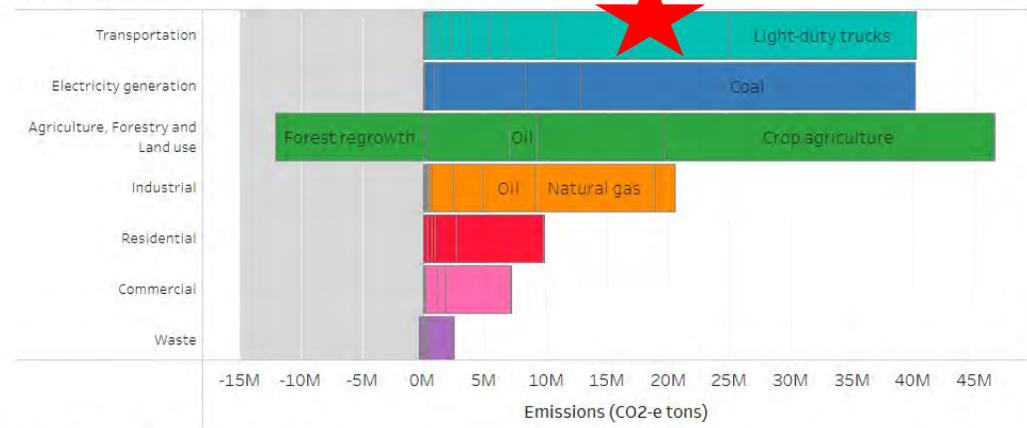
TRANSPORTATION IS THE HIGHEST EMISSIONS SECTOR IN THE U.S. AND IN MINNESOTA.

United States (EPA):



Minnesota:

2016 sector sources of GHG emissions and storage
Hover over figure to see detail



Minnesota falls further away from greenhouse gas reduction goals

Changes to Minnesota's power grid have helped but are not enough.

By Jennifer Bjorhus Star Tribune | JANUARY 14, 2021 - 10:15PM

Transportation, agriculture edge out electricity as Minnesota's largest emissions sources

Elizabeth Dunbar January 5, 2019 4:35 p.m.



Exhaust flows out of the tailpipe of a vehicle. Vehicle emissions are one of the main sources of greenhouse gases in the atmosphere. (AP Photo/Chris Wedel)

Link: [What's keeping Minnesota from meeting its climate goals?](#)

Minnesota is still failing to meet its goals aimed at addressing climate change, and it's transportation and agriculture — not coal — that are holding us back, according to a biennial emissions report by the Minnesota Pollution Control Agency released this week.



LIZABETH FLORES • STAR TRIBUNE
artin, installed solar panels

use gas emissions and is increased use of natural on the chief culprits.

REDUCING DRIVING IS CRUCIAL

AS FAST AS POSSIBLE

- **MN House Climate Action Plan:** “Build out bus-rapid transit and passenger rail systems in both the metro area and greater Minnesota to connect more people with mass transit options [and] Change transportation and land use planning to reduce the need to drive.”
- **MnDOT:** MnDOT will “set a preliminary statewide goal for a 20% VMT reduction statewide and per capita by 2050.”
- **Minneapolis:** analysis shows 38% VMT reduction needed to achieve 80% emissions reduction by 2050.
- **St. Paul:** 50% VMT reduction by 2050 needed.



NOTE: All analyses take aggressive vehicle electrification into account

Reducing Driving Improves Community and Individual Health

- Particulate Emissions
- Noise Pollution
- Physical Activity
 - Associated with mode choice
 - Associated with feeling of safer streets
- More space for healthy environmental features – basic geometry





ECONOMIC AND RACIAL JUSTICE IMPLICATIONS

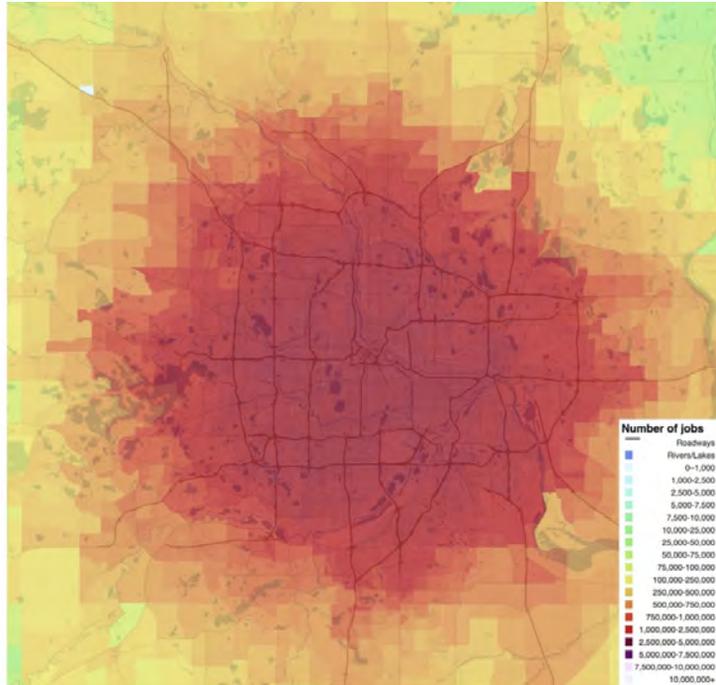


Figure 21 Automobile job accessibility within 30-minutes of travel in the Minneapolis-Saint Paul metropolitan area.

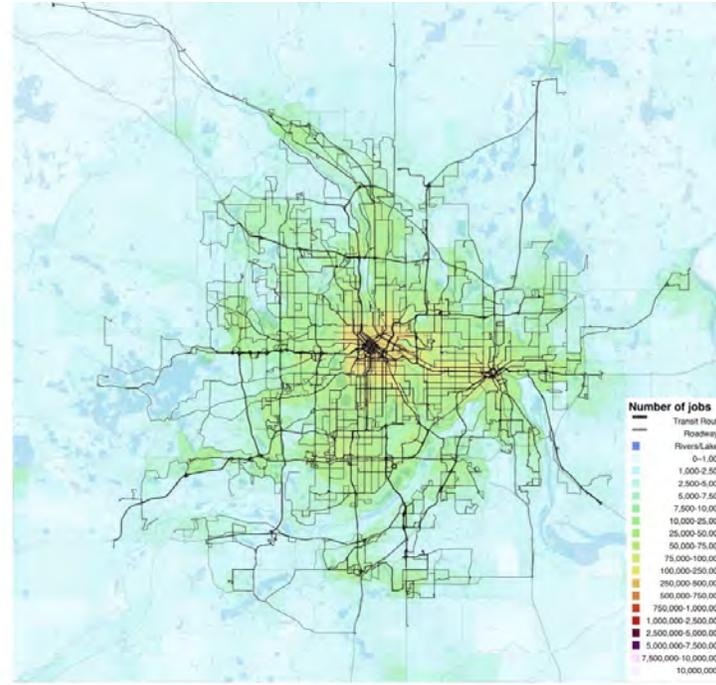


Figure 22 Walk-up transit job accessibility within 30-minutes of travel in the Minneapolis-Saint Paul metropolitan area.

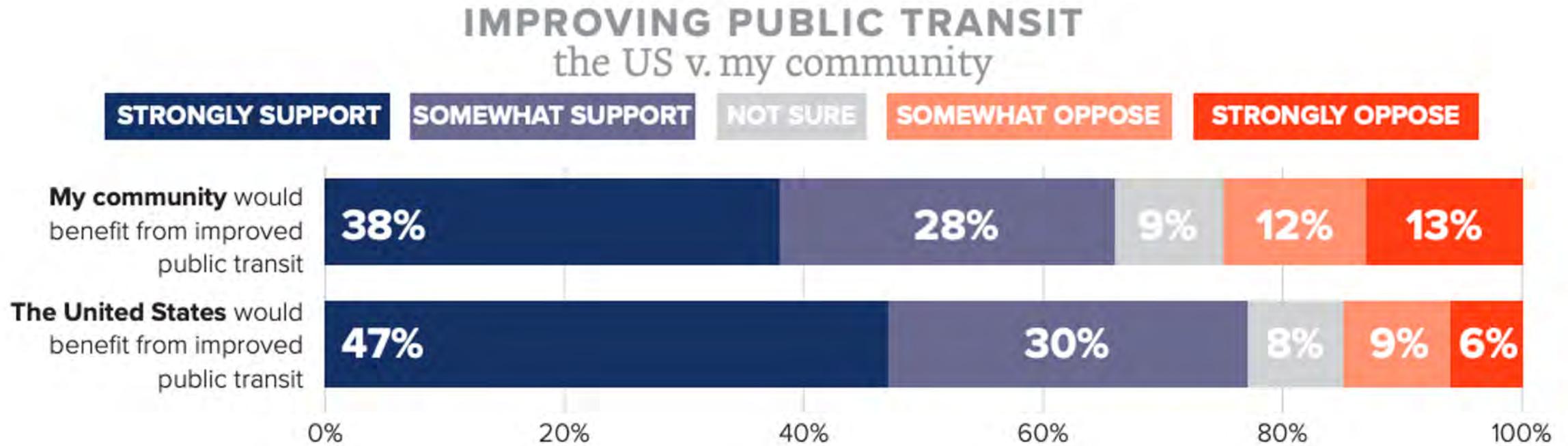
“Urban transit systems in most American cities, for example, have become a genuine civil rights issue – and a valid one – because the layout of rapid-transit systems determines the accessibility of jobs to the black community.”

- MLK, 1969 (published posthumously)

WHAT CAN THE FEDERAL GOVERNMENT DO?

- Ask your congresspeople to ask DOT Secretary Buttigieg to rewrite the MUTCD.
 - The Manual on Uniform Traffic Control Devices—the federal street design constitution—is being rewritten. The current draft is regressive:
 - it makes it harder to implement bus lanes
 - it requires a history of pedestrian deaths to install a crosswalk
 - it emphasizes maintenance of existing speed limits
- Ask your congresspeople to fund transit/bike/walk equal to car infrastructure, and to provide operations funding for transit.
 - Historically car infrastructure has received 80% of transportation funding. As Joe Biden stated in the 2008 presidential campaign: ““Don’t tell me what you value. Show me your budget, and I’ll tell you what you value.””

Voters want better transit



Among those who reported a car was their primary mode of transportation, about 80 percent reported agreeing with the statement they have “no choice” but to drive as much as they do.