

## #6: TRANSPORTATION MODES & MILES

### **CORE METRIC FOR CATEGORY A & B CITIES; OPTIONAL FOR CATEGORY C CITIES**

**Bold, green font indicates metrics that must improve to be recognized at Step 5**

#### METRICS

- **Vehicle Miles Traveled**
  - 6.1 **City Population:** Vehicle miles traveled per person, per day
  - 6.2 **City Employees in Single Occupancy Vehicles:** Vehicle miles traveled per person, per day (round trip)
  - 6.3 City Population: average commute to work (one way)
  - 6.4 Percent of city employees commuting 20 or fewer minutes
- **Transportation Mode of Commuters**
  - 6.5 Percent who “drove alone”
  - 6.6 Percent using a “carpool”
  - 6.7 Percent using “public transportation”
  - 6.8 Percent who “walk”
  - 6.8a Percent who commuted using “other means”
  - 6.9 Percent who “worked at home”

#### METRIC DEFINITION

- **VMT (vehicle-miles traveled)** within city boundaries totals all miles measured and estimated to have been traveled by all road vehicles annually. Normalizing (dividing) this total by a city’s population and dividing by 365 gives an average VMT per person per day. ([Metric 6.1](#))
- **Percent of city population and city employees, who commute** to work in fewer than 20 minutes from home roughly captures the extent to which a city has a close and socially/personally beneficial mix of housing and employers, and thus the relative need for roads, transit and other transportation infrastructure like sidewalks. ([Metrics 6.3 and 6.4](#))
- **Transportation modes of commuters** in the city are estimated averages, counting journey-to-work trips by all employed people within the city, 16 years and older. ([Metrics 6.5-6.9](#))
- **Drove alone** includes those using single-occupancy vehicles to commute. ([Metrics 6.5](#))
- **Carpools** include van pools and ride sharing services (taxis, Uber, Lyft). ([Metric 6.6](#))
- **Alternative metrics:** If you have been gathering or want to gather different metrics, report those and explain why they are a better fit for your city. For example, you may want a different commuting time break point – perhaps under/over 15, or 30 minutes, or more than one percentage break point - to better reflect local conditions and commuting factors.

#### DATA SOURCES

- Regional Indicators Initiative has VMT per person, per day for selected cities, at <https://www.regionalindicatorsmn.com/travel-chart> ([Metric 6.1](#))
- Annual VMT for all city roads (federal, State, county, local) is MnDOT data, <http://www.dot.state.mn.us/roadway/data/> ([Metric 6.1](#))

## Minnesota GreenStep Cities Performance Metrics for Recognition at Steps 4 and 5

- City mapping data, city employee survey data, timesheet data for employee commuting single occupancy miles and time ([Metrics 6.2 and 6.4](#))
- Percent of city population commuting by time and commute mode is from [Census Data](#): type in table S0801 and type in your city name and then select “Commuting Characteristics by Sex.” See the guide to [using census data](#) for more help. ([Metric 6.3; 6.5-6.9](#))

### METRIC CALCULATION AND PUBLIC REPORTING

- **Report VMT** using the Regional Indicators data or the annual MnDOT data. Use data for a one-year period ending before the GreenStep reporting year. ([Metric 6.1](#))
- **Percent of city population commuting** fewer than 20 minutes is from the American Community Survey (ACS). Use the latest 5-year estimated data before the GreenStep reporting year. Combine the percentages for “less than 10 minutes”, “10 to 14 minutes” and “15 to 19 minutes.” ([Metric 6.3](#))
- **Percent of city employees commuting** fewer than 20 minutes from home requires either estimates using employee home addresses and Google Maps or data from an employee survey/timesheet. ([Metric 6.4](#))
- **Travel mode for all commuters** is from the same ACS table that reports commuting time. ([Metrics 6.5-6.9](#))

### METRIC RATIONALE

Vehicles are typically a significant expense for individuals, roads are usually a significant expense for city budgets, and vehicle emissions exact documented high health care costs and are a key contributor to greenhouse gases.

Cities - through what they directly administer and in what they influence - can lower these transportation costs by providing and incentivizing more transportation options to their residents, businesses, and employees. Data on VMT, commute time and modal split is an essential first step, because it's hard to manage changes in what you don't measure.

### STEP 5 METRIC TARGETS

Among the Minnesota Department of Transportation's legislatively delegated authorities and purposes are the goals of: (1) promoting and increasing bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation, and (2) reducing greenhouse gas emissions from the state's transportation sector. Supporting these goals are Statewide Health Improvement Program (SHIP) dollars from the Minnesota Department of Health to increase active transportation in communities and work sites.

There are no statewide goals for these metrics nor any useful guidance at this point in time for all cities in Minnesota. However, the national STAR Community Rating System (<http://www.starcommunities.org>) challenges cities to set a drive-alone maximum mode share of 60% and a bike + walk + transit minimum mode share of 25%. At this point in time GreenStep thinks individual cities are best equipped to set realistic goals for metric improvement, and any improvement in metrics – lower VMT, shorter commutes, mode-shifting away from single-occupancy car use – has clear, quantifiable, and multiple benefits.

### NEED HELP? CONTACT

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