

CHAPTER 2: GOALS OF THE TRANSPORTATION SYSTEM

Two policy documents provide guidance for the development of the regional transportation system:

- Regional Development Framework
- Transportation Policy Plan

Regional Development Framework

The *2030 Regional Development Framework* is the Council's overarching outline for the future of the Twin Cities region. It contains short- and long-term strategies to enhance economic growth and development, bolster reinvestment, strengthen environmental protection and build stronger local and regional communities. The Council's strategies are organized around four principles:

- Working collaboratively with regional partners to accommodate growth within the metropolitan area.
- Maximizing the effectiveness and value of regional services, infrastructure investments and incentives.
- Enhancing transportation choices and improving the ability of Minnesotans to travel safely and efficiently throughout the region.
- Preserving vital natural areas and resources for future generations.

Transportation Policy Plan

The *Transportation Policy Plan* takes the goals from the *Regional Framework* and applies them to the region's transportation system. The policies from the *Transportation Policy Plan* are:

1. **Land Use and Transportation Investments:** Regional transportation investments will be coordinated with land use objectives to support and encourage the intensification of development at key nodes and along major transportation corridors within the Metropolitan Urban Service Area to accommodate growth and reinvestment and minimize loss of vital natural resources. Transportation services and facilities will serve existing development needs and help shape future patterns and intensity of development.
2. **Adequate Transportation Resources:** The Metropolitan Council will actively pursue an adequate level of transportation funding to implement this policy plan and address identified but unmet investment needs.
3. **Priorities for Transportation Modal Investments:** Regional transportation investments will be made on the basis of need and will be consistent with the policies, strategies and priorities of this policy plan and the *Region Development Framework*.
4. **Public Participation:** Public participation will be promoted in formulating transportation policy and implementing decisions.
5. **Tailoring Transit Services to Diverse Market Conditions:** The Council will make the transit system more compatible with different land use patterns and socioeconomic conditions. The Council will also promote development of more transit-compatible land uses, in line with the *Regional Development Framework* objectives.

6. Increasing Transit Service Attractiveness: The Council will improve transit service coordination and passenger safety, provide financial incentives to transit users, and make the system more time travel competitive, visible, and user friendly.
7. Transitways: The Council will strongly pursue the cost-effective implementation of a regional network of transitways on dedicated rights-of-way and express bus-rapid-transit routes to provide a travel-time advantage for transit vehicles, improve transit service reliability, and increase transit accessibility to jobs.
8. Promoting Competition in the Delivery of Services: The Council and other transit providers should promote innovation, efficiency, and greater diversity of options through increased competition in delivering transit services.
9. Transit for People with Disabilities: The Council will provide transit services for persons with disabilities in full compliance with the 1990 Americans with Disabilities Act.
10. Travel Demand Management: The Council supports aggressive use of travel-demand management techniques to reduce peak-period vehicle trips.
11. Highway Planning: Planning a cost-effective, multi-modal, and safe regional highway system that reflects the needs of a growing population and economy. Plan and design the Regional Highway System and the Local Street System to be comprehensive and integrated with present and future land uses, and respect for natural resources.
12. Implement a regional highway system in a cost-effective manner consistent with this policy plan.
13. Manage and operate the Metropolitan Highway System and "A" minor arterial system to provide maximum safety and mobility.
14. Maintain an Effective and Efficient Regional Freight Transportation System: The Council supports improving the efficiency of the region's commercial motor carriers, railroads, air cargo carriers and barge operators through strategic investments in the freight transportation system.
15. Develop and Maintain Efficient Pedestrian and Bicycle Travel Systems: Safe, high-quality, continuous, barrier-free pedestrian and bicycle facilities must be developed, maintained and improved to function as an integral part of the region's transportation system.
16. Preservation of Linear Rights-of-Way: Linear rights-of-way in the region should be preserved as corridors for public use.
17. Environmental Considerations in Transportation: The investment decisions and operations of transportation projects and facilities are to be consistent with federal, state, and regional environmental standards, regulations, plans, programs, and policies.
18. Transportation and Land Use Elements in Local Comprehensive Plans: Local comprehensive plans must be consistent with the *Transportation Policy Plan* and should recognize the special transportation opportunities and problems that various policy and geographic areas present with regard to transportation and land uses.

The Metropolitan Council's *Transportation Policy Plan* has been revised since the *2001 Transportation System Performance Audit*. The revisions provide a higher level of implementation detail.