METROPOLITAN COUNCIL

2040 Thrive MSP | TRANSPORTATION POLICY PLAN

Land Use Advisory Committee, March 20, 2014

Transportation and Land Use Implementation

Transportation and Land Use

The relationship between transportation and land use is fundamental to understanding the past development of the region and guiding the future.

- Walking era of development (until late 1800s)
  - Historic “core” of the region along waterways
- Horsecar and Streetcar era of development (1880 - 1940)
  - Central cities and some small towns
- Post-World War II era of development (1945 -1960)
  - Initial suburban expansion, mostly first-ring
- Freeway era of development (1960s – after)
  - Major suburban expansion, low-density, auto-centric

Transportation and Land Use

Thrive MSP 2040

- Seven overarching land use policies
  1. Orderly and efficient land use
  2. Natural resources protection
  3. Water sustainability
  4. Housing affordability and choice
  5. Access, mobility, and transportation choice
  6. Economic competitiveness
  7. Building in resilience
- Land use policies specific to community designations
- Thrive MSP 2040 is currently out for public draft

Transportation and Land Use

Coordination of Local Comprehensive Planning

- Conformance: what is required of plans
- Consistency: what is expected of plans in relation to the TPP
- Compatibility: what is the plan's relationship to adjacent communities

Transportation and Land Use

Coordination of Local Comprehensive Planning

- Conformance: what is required of plans
  - Consistent with Thrive MSP 2040 and other system plans
  - Identify existing and planned regional transportation elements in the TPP
  - Identify transportation characteristics of roadways and forecasts allocated to TAZs (mostly for modeling)
  - Include transit station-area planning and high-frequency corridor planning requirements
  - Include aviation elements
  - Adopt access management guidelines for principle and “A” minor arterials

Transportation and Land Use

Coordination of Local Comprehensive Planning

- Consistency: what is expected of plans
  - Address community-role strategies in Thrive MSP 2040
  - Include a plan for local transportation system, all modes
  - Consider all users of the system, complete streets policy recommended
  - Address Job and Activity Centers and locally important centers
  - Address freight movement needs, especially local connections
  - Include an implementation plan
  - Address official controls that accommodate planned growth
  - Address state and regional goals for greenhouse gas and air pollutant emissions

Transportation and Land Use

Coordination of Local Comprehensive Planning

- Compatibility: what is the plan's relationship to adjacent communities
  - Address the coordination of land use along corridors for transitway station-area and high-frequency bus planning
  - Address partners to coordinate to coordinate transportation, pedestrian, bicycle, and trail connections within and between jurisdictional boundaries

Transportation and Land Use

Density and Diversification of Centers

- Intensity and diversity land uses in centers
- Support this with transportation and urban design strategies
  - Dense network of local streets and paths, complete streets
  - Parking policies to reduce oversupply and plan for good design
  - Foster good urban design of infrastructure, public spaces, and the form of development

Transportation and Land Use

- Local Government Land Use Supportive of Transit
  - Density (Page 9-10 of Handout)

	Thrive MSP 2040 Geographic Planning Areas			
Density for Transit Corridors Relative to Community Designation	**Urban Center**	**Urban**	**Suburban**	**Suburban Edge or Emerging Suburban Edge**
Residential Density Average near Transitway Stations (Light Rail, Commuter Rail, and Highway Bus Rapid Transit) – The region makes significant investments in transitways and local governments are partners in supporting these investments by allowing the market to maximize their potential. The figures below represent average net densities near transit stations for areas that are identified for new development or redevelopment with some form of housing (housing or mixed-use).				
Community-wide Density Minimums Established in Thrive MSP 2040 (*LINK to* Thrive MSP 2040)	20 units per acre	10 units per acre	5 units per acre	3-5 units per acre
Fixed or Dedicated Right-of-Way Transitway Station-Area Density Expectations (within 10-minute walk or ½ mile area)	Minimum: 50 units per acre Target: 75-150+ units per acre (LINK to Pics)	Minimum: 25 units per acre Target: 50-100+ units per acre (LINK to Pics)	Minimum: 20 units per acre Target: 40-75+ units per acre (LINK to Pics)	Minimum: 20 units per acre Target: 40-75+ units per acre (LINK to Pics)
Other BRT Transitway Station-Area Density Expectations (within 10-minute walk or ½ mile area)	Minimum: 25 units per acre Target: 40-75+ units per acre (LINK to Pics)	Minimum: 12 units per acre Target: 25-50+ units per acre (LINK to Pics)	Minimum: 10 units per acre Target: 20-40+ units per acre (LINK to Pics)	Minimum: 10 units per acre Target: 20-40+ units per acre (LINK to Pics)

Transportation and Land Use

Local Government Land Use Supportive of Transit

- Density (Page 9-10 of Handout)

Residential Density Average for All Development near Transit Service (High-Frequency Bus or Arterial BRT corridor) – These corridors will provide the highest levels of bus service on urban and suburban arterials. Their success and ultimate implementation is dependent upon local development patterns that support high transit demand. The figures below represent net average densities on all land identified for some form of housing (housing or mixed-use).	
High-Frequency Bus or Arterial BRT Corridor Density Targets (within 5-minute walk or ¼ mile area)	Minimum: 10 units per acre Target: 15-60+ units per acre (LINK to Pics)

Transportation and Land Use

Local Government Land Use Supportive of Transit

- Density (Page 9-10 of Handout)

Diversity of Activity at and around Transit Station Areas – Total activity is a vital measure of the potential for trip making and the total number of people and destinations near a transit station.	
Transitway Station-Area Activity Consideration (within 10-minute walk or ½ mile area)	In addition to planning for appropriate residential densities, local governments should consider planning for a level of total "activity" near stations that is supportive of transitway investments. Activity can include residential units or people, jobs, students, and retail and entertainment space that contribute to an overall level of activity. A guideline for minimum activity around a station that can be fully developed would be 7,000 total people, jobs, or students.

Transportation and Land Use

Local Government Land Use Supportive of Transit

- Develop a walkable street network
- Design for a pedestrian-friendly environment
- Plan for a mixed-use development pattern
- Manage parking and support travel options
- Maintain and increase affordable housing options
- Incorporate civic and public spaces
- Support and leverage the private market investment

Council will work to provide more details and best practices through Local Planning Handbook and update of the Guidebook for TOD

Transportation and Land Use

Bicycle and Pedestrian Planning

- Complete streets policy encouraged
- Important bicycle and pedestrian connections
  - Priority Regional Bicycle Transportation Corridors and the Regional Bicycle Transportation Network (link to Bicycle and Pedestrian Investment Philosophy)
  - Regional Parks and Trails (link to Regional Parks Policy Plan)
  - High-frequency arterial transit corridors, transitway stations, transit centers, bus stops, and park-and-ride facilities (link to Transit Investment Plan)
- Important in centers
- Design is integral to good pedestrian system

Transportation and Land Use

Freight and Aviation considerations will be addressed in those sections

Still under development

Transportation and Land Use

Questions?

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