



# TRANSPORTATION POLICY PLAN

## 2016 Transportation System Performance Evaluation

Metropolitan Council

May 24, 2017

# Proposed Timeline

Date	Activity
January - December 2017	Staff TPP development; consult with external stakeholders
January – December 2017	Bring draft changes and recommendations through committees
January 11, 2018	Draft to TAC-Planning
February 7 and 21, 2018	Draft to TAC and TAB
March 12 and 28, 2018	Draft to Transportation Committee and Council to release for public comment
April 23, 2018	Public hearing at Transportation Committee
May 14, 2018	Public comment period closes
June 20, 2018	Info item at TAB: public comment
June TBD, 2018	Committee of the Whole: public comment
July 9 and 25, 2018	Final <i>2040 TPP Update</i> to TC and Council for adoption

# Regional Planning Framework

## Thrive MSP 2040

- Outcomes: Stewardship, Prosperity, Equity, Livability, Sustainability
- Principles
- Land Use Policies and Demographic Forecasts

## Transportation Policy Plan

- Goals and Objectives
- Performance Measures and Targets
- Strategies

### Highway Investment Direction

- MnDOT Plans and Investments
- Regional Highway System

### Transit Investment Direction

- Bus and Support System
- Transitway and CTIB Investments

### Bike and Ped Investment Direction

- Regional Bicycle Transportation Network

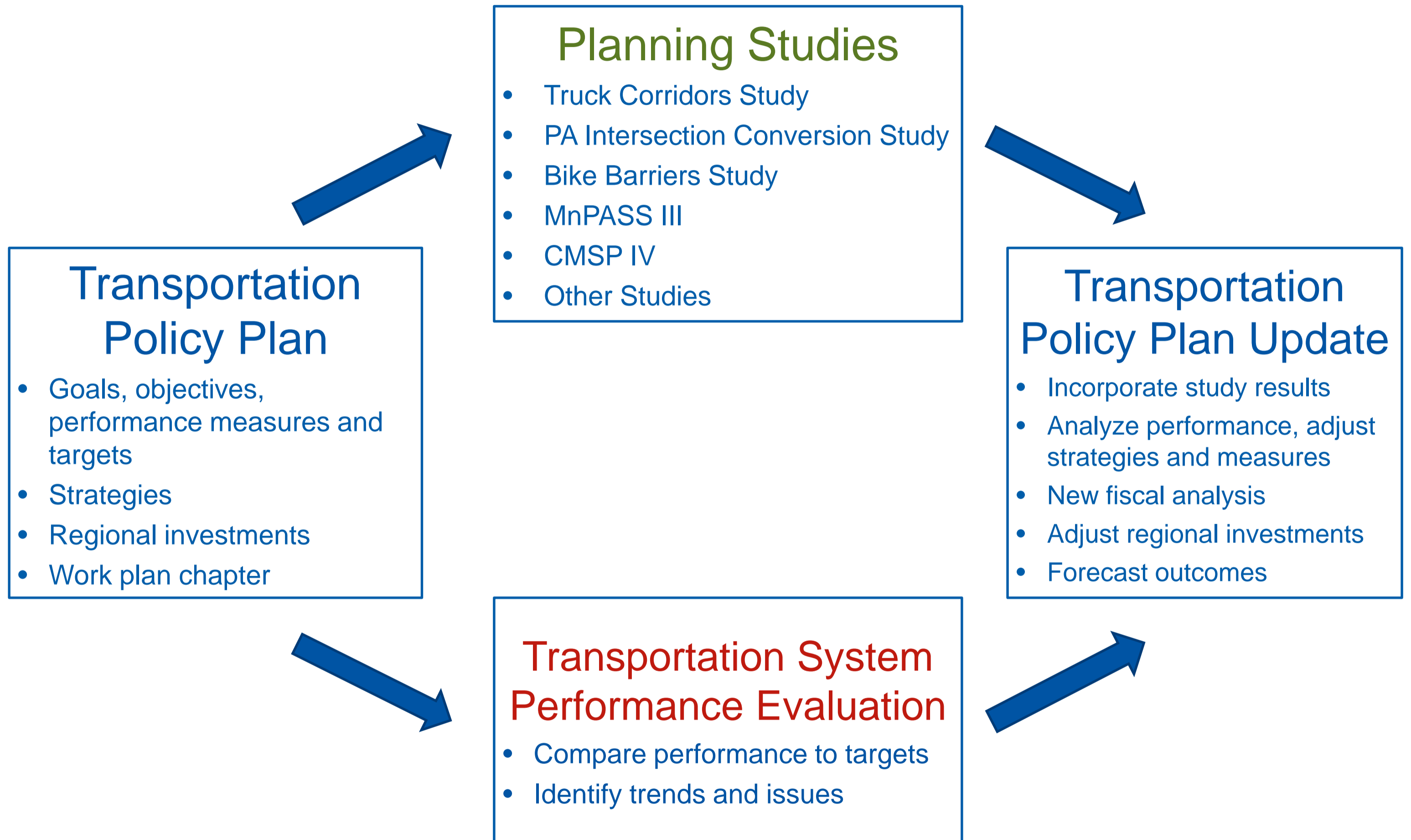
### Freight Investment Direction

- Regional Truck Corridors

## Regional Solicitation

- Investment Categories
- Evaluation Criteria and Measures

# Planning Work and the TPP



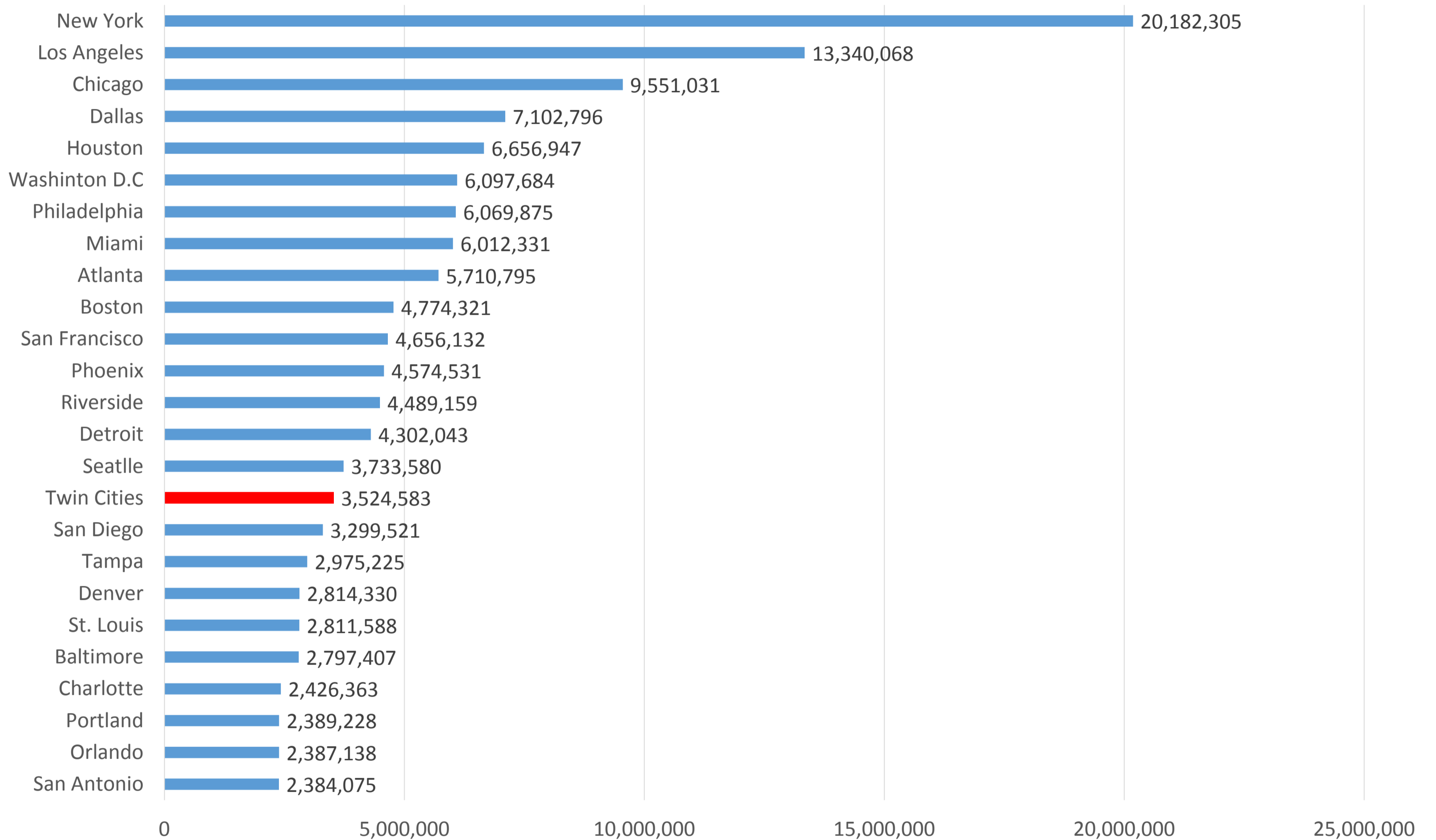
# Overview

- Comprehensive review of the regional transportation system performance
  - Demographics
  - Highway
  - Aviation
  - Bicycle and Pedestrian
  - Transit
  - Freight
- Prepared to inform the 2018 update of the ***Transportation Policy Plan***
- Incorporates performance measures relevant to ***2040 TPP*** goals and ***Thrive MSP 2040*** outcomes

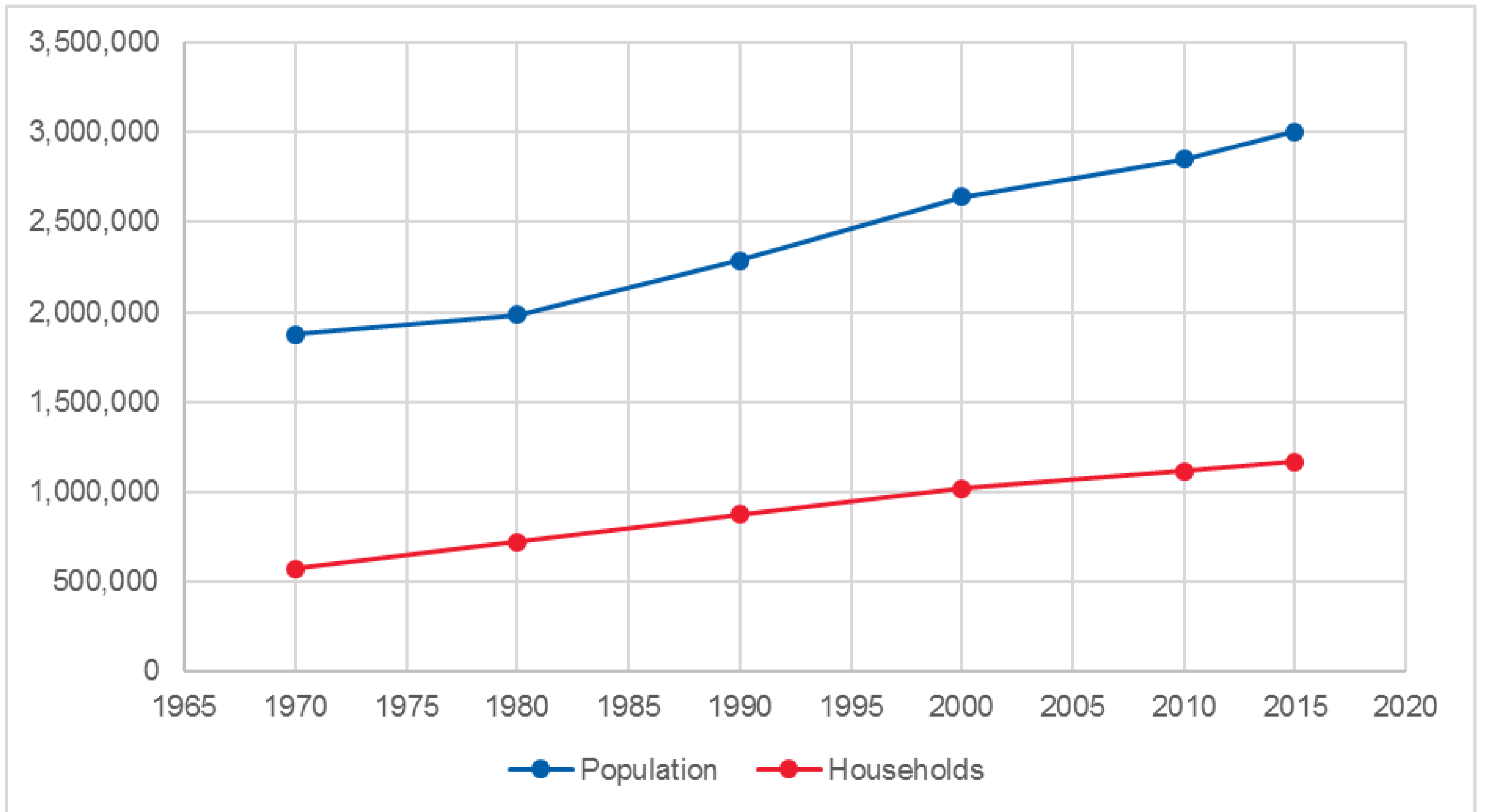
# Legislative Requirement

- Before each TPP update, the TSPE is required to:
  - Evaluate transportation system's ability to effectively and efficiently transport goods and people
  - Evaluate trends and impacts
  - Assess success in meeting regional transportation benchmarks
  - Compare transit system performance to peer regions

# Top 25 MSA's

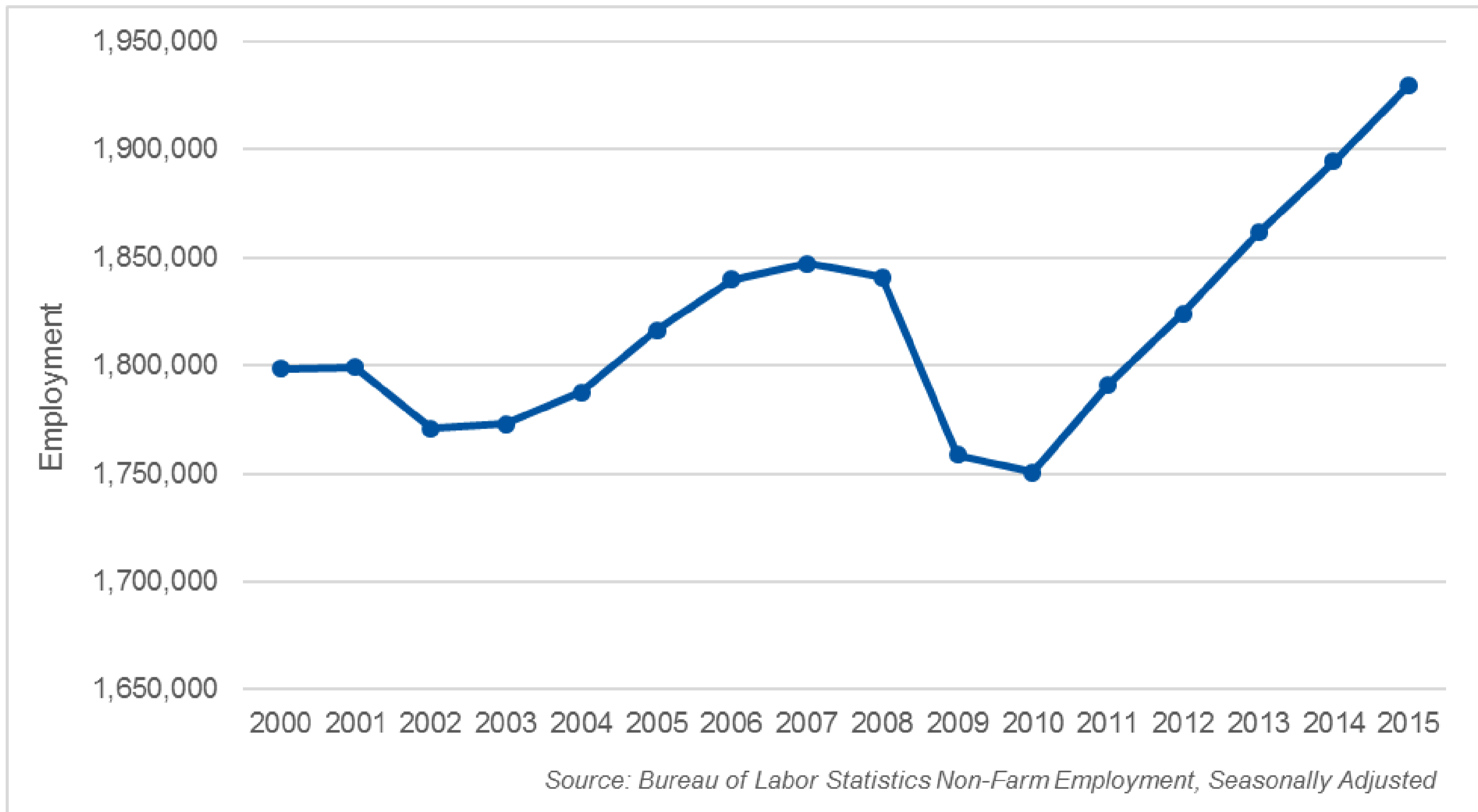


# Demographics: Pop. & Households



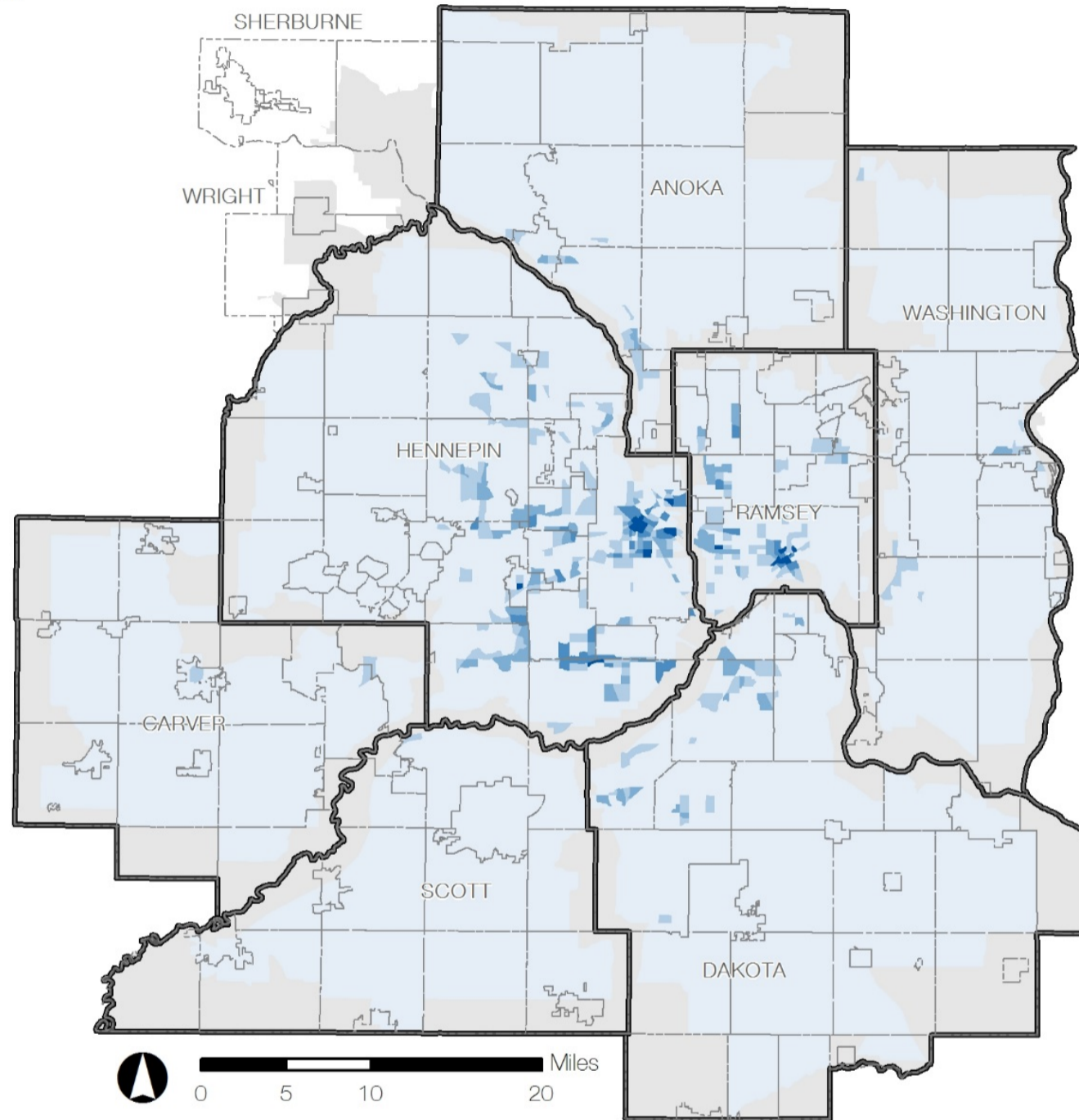
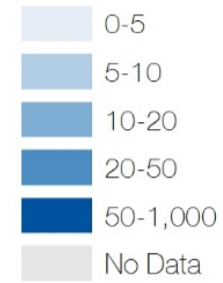


# Demographics: Jobs



# Demographics: Jobs & Pop. Location

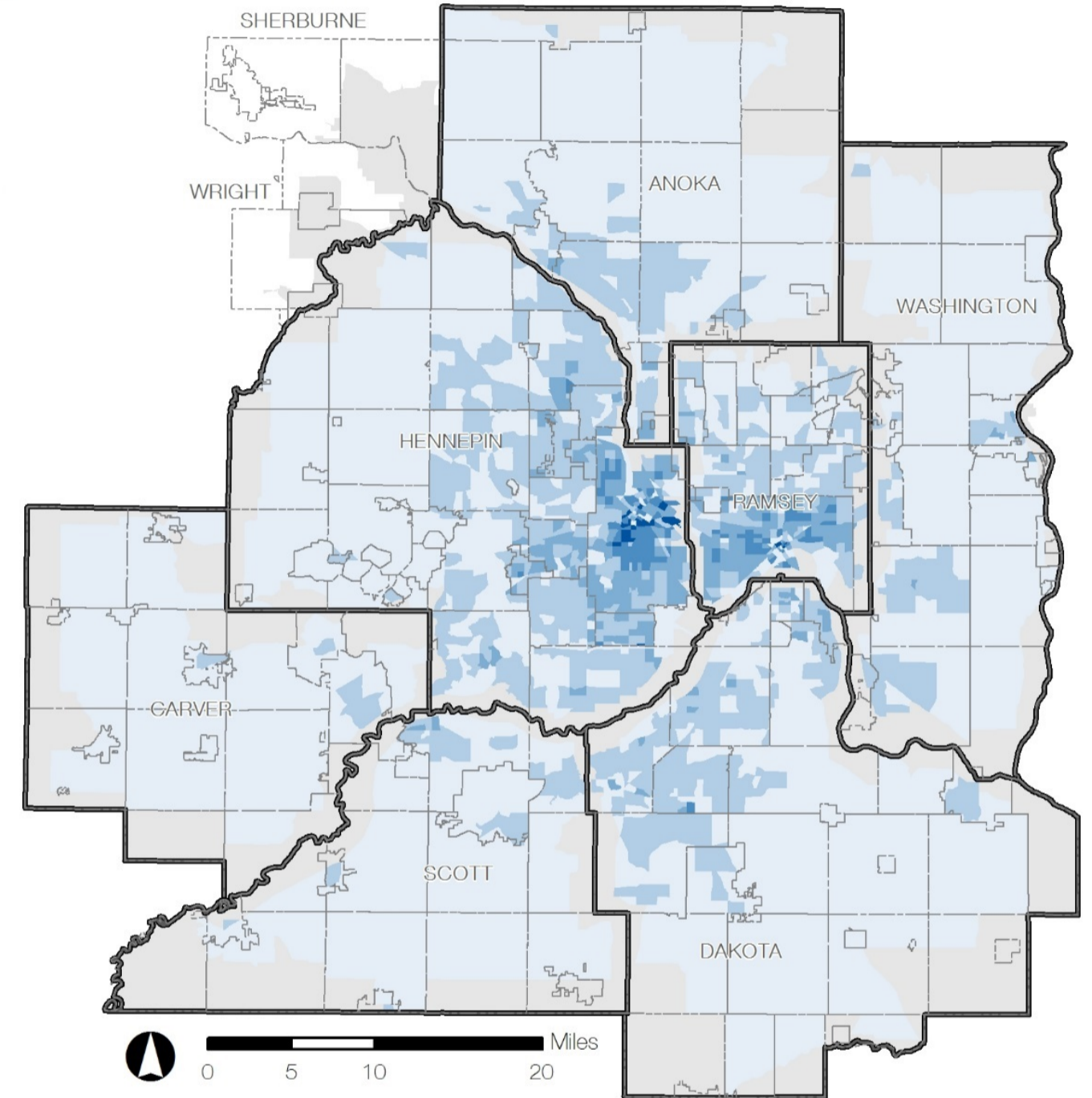
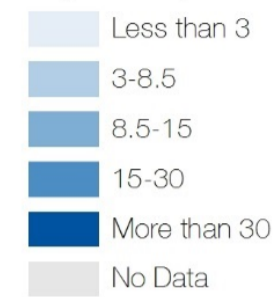
Employment per Acre



Source: 2014 Transportation Analysis Zone (TAZ) Data

February 2017

Population per Acre



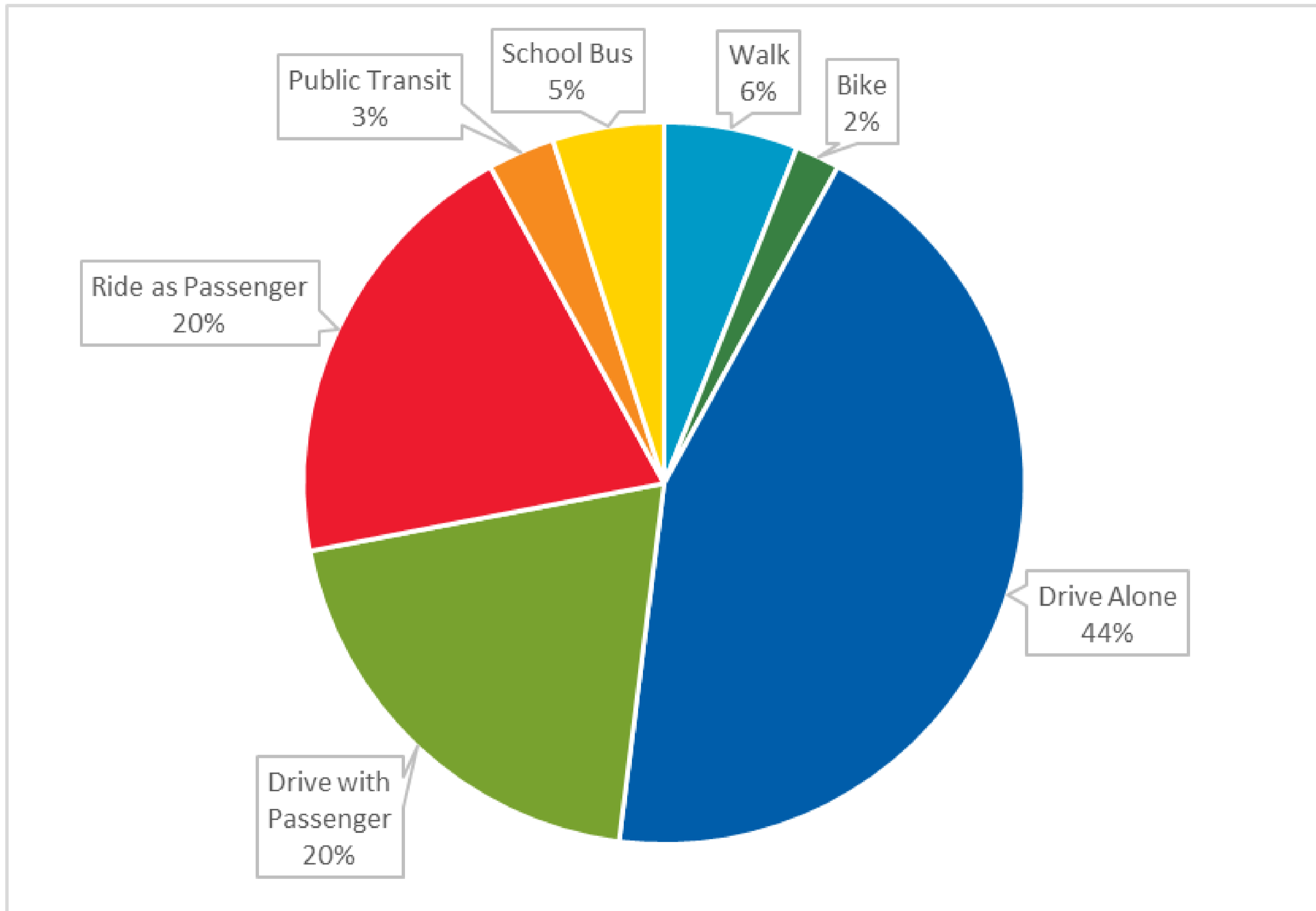
Source: 2014 Transportation Analysis Zone (TAZ) Data

February 2017

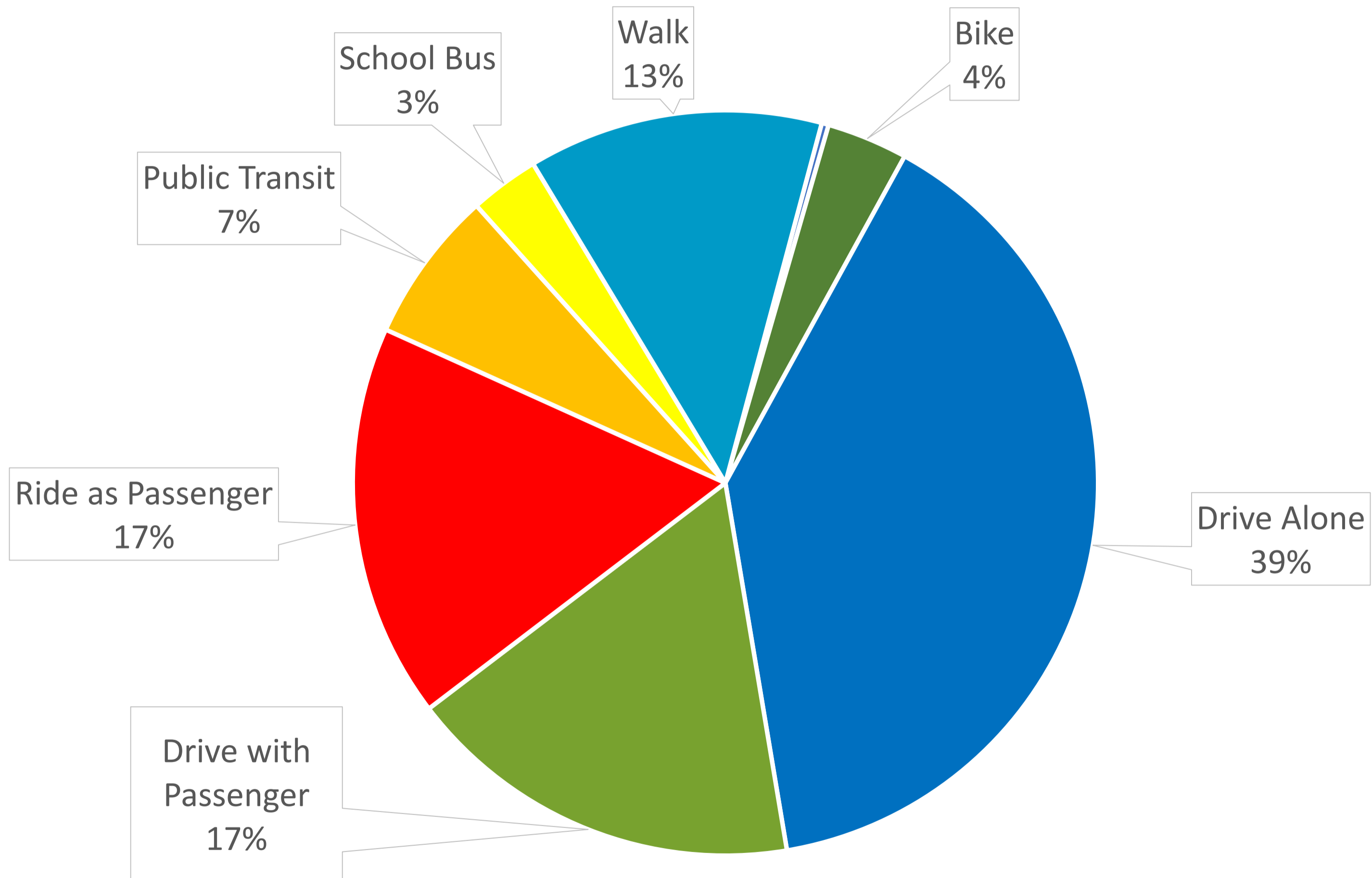
- Employment / Acre

Population/Acre

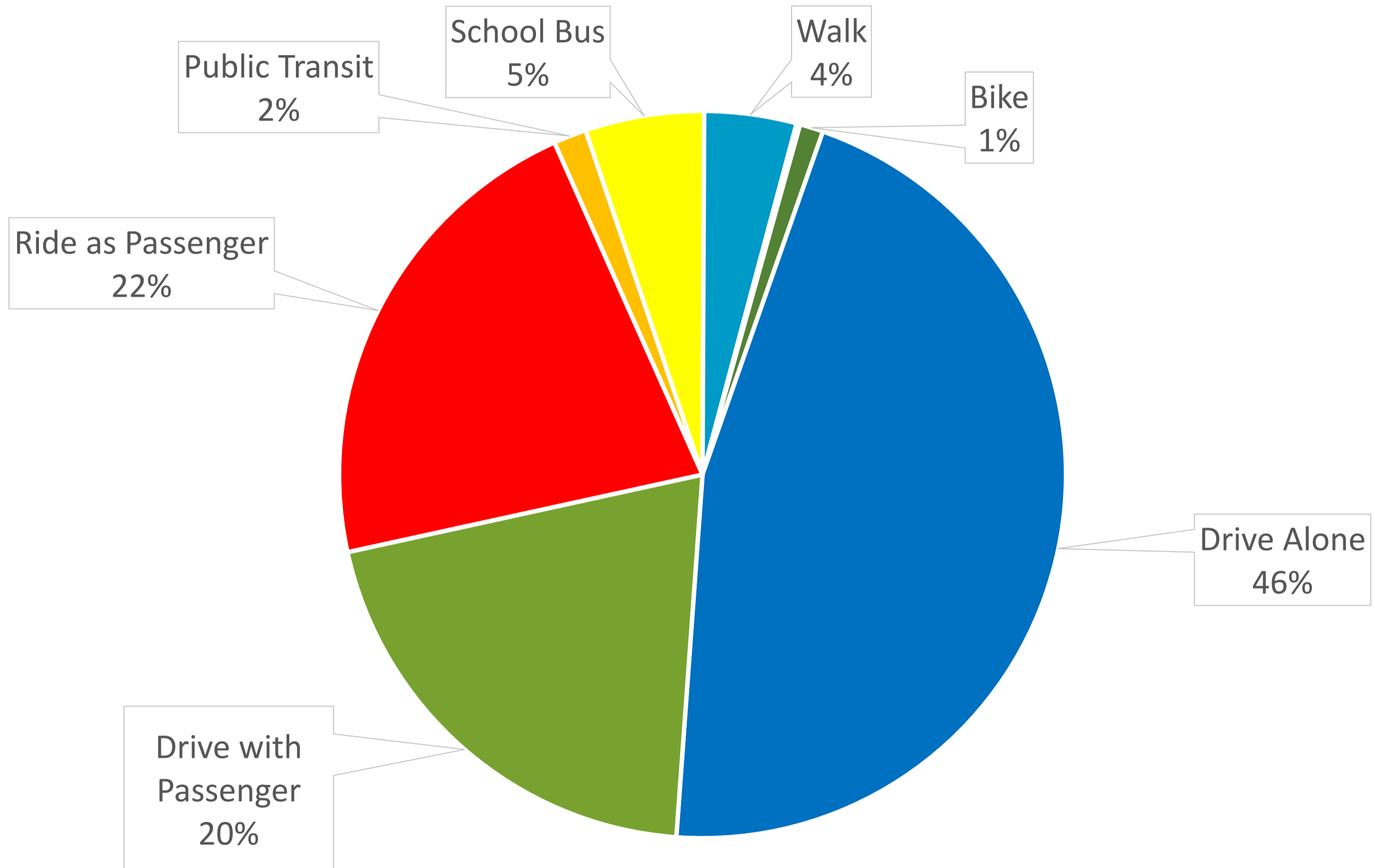
# Travel: Mode Use



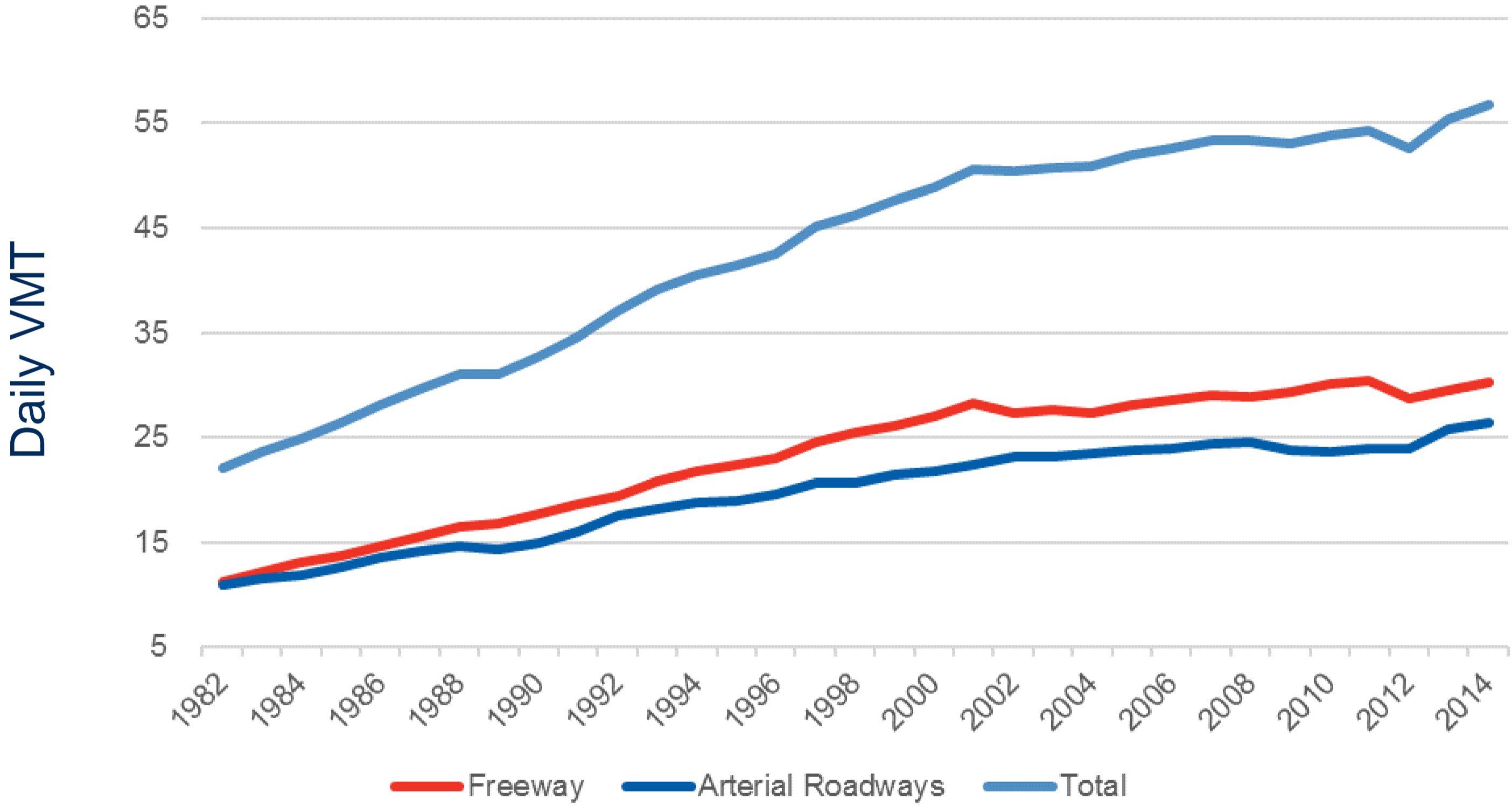
# The Region: Urban Center Travel



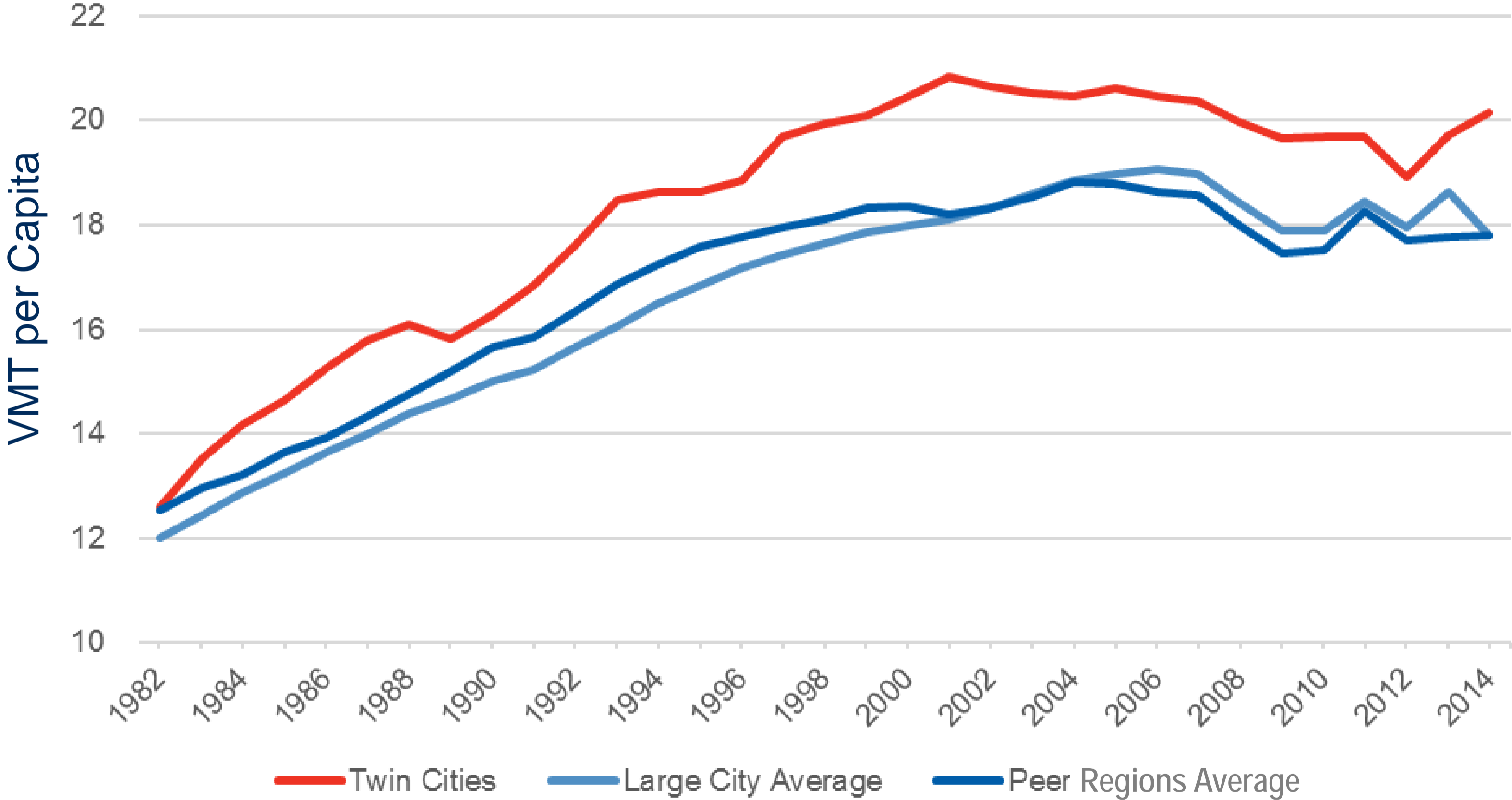
# The Region: Other Travel



# Vehicle Miles Traveled (VMT)



# VMT per Capita

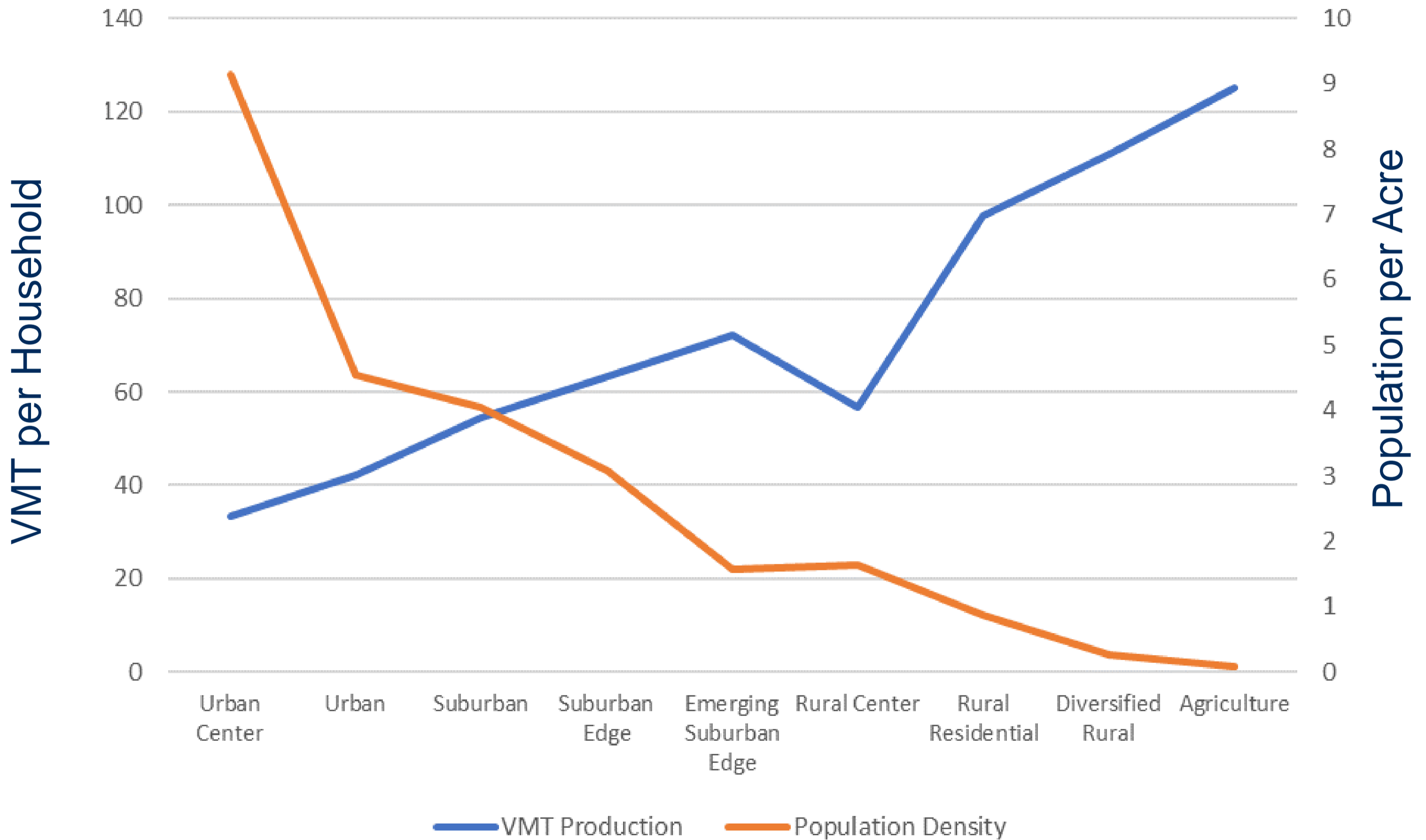


# Highway System Peer Regions

- Baltimore
- Cincinnati
- Cleveland
- Dallas
- Denver
- Milwaukee
- Pittsburgh
- Portland
- Seattle
- St. Louis

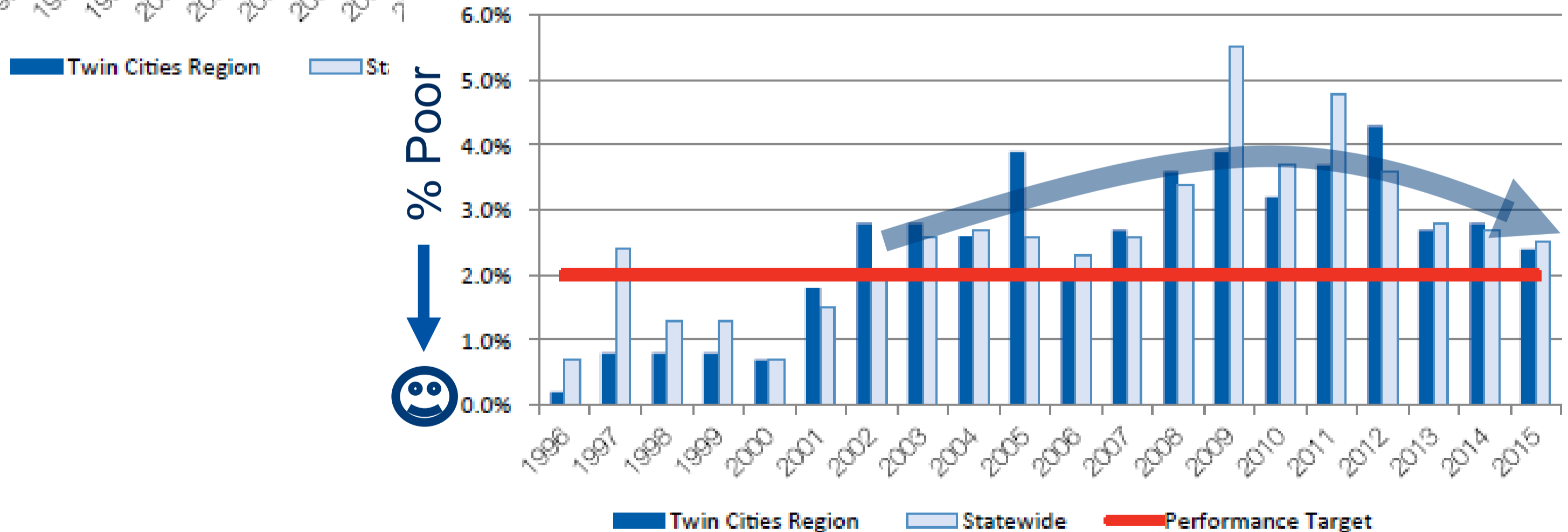
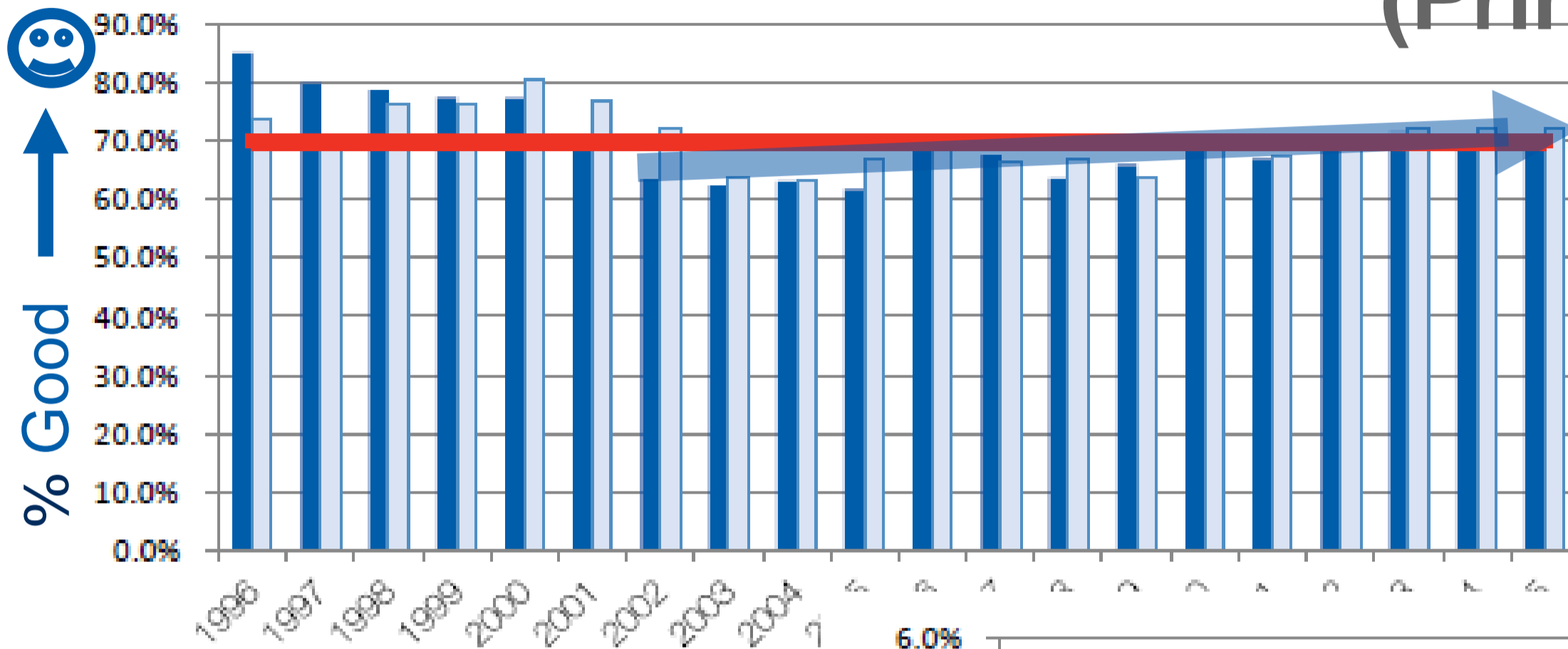


# Travel and Density



# Highways: Pavement Condition

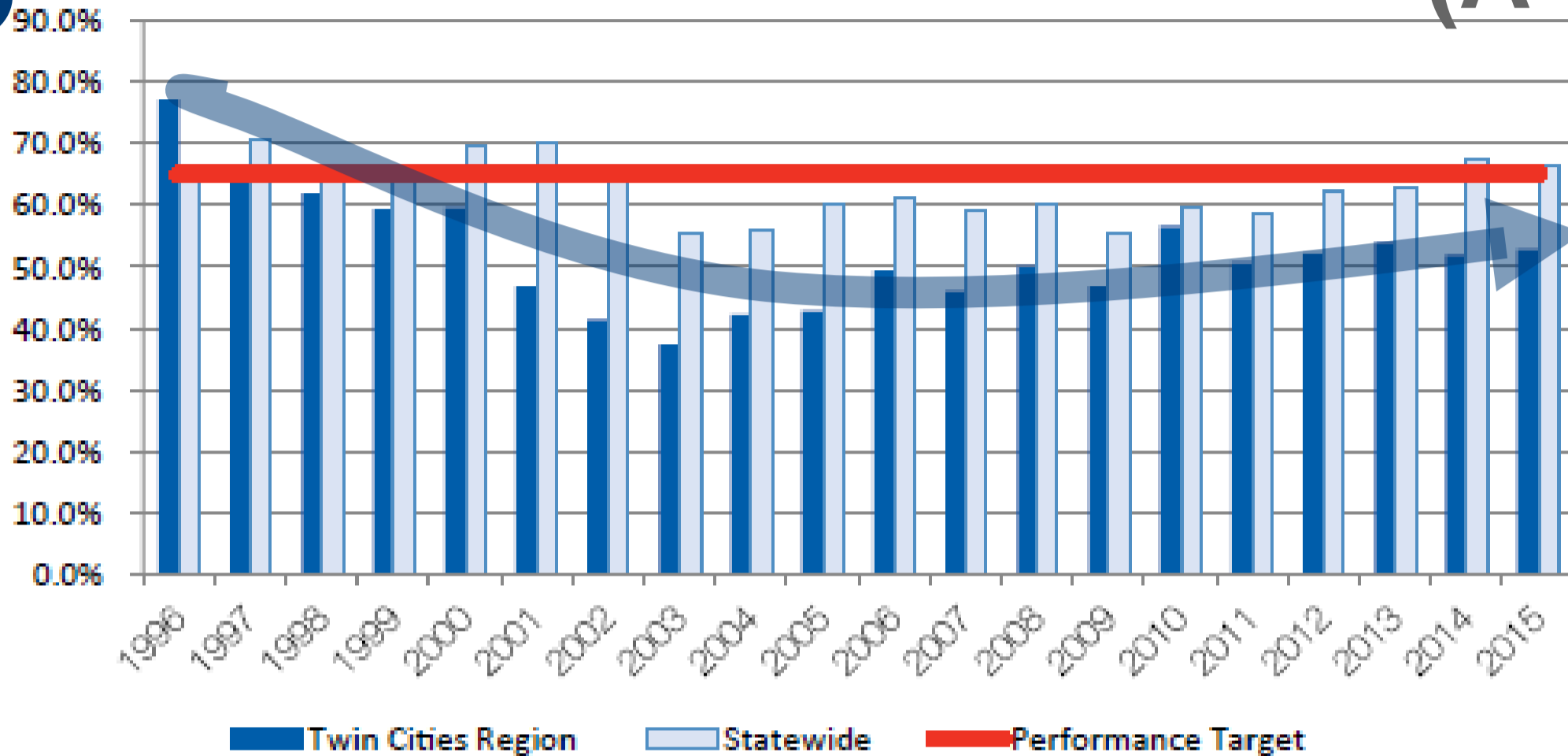
## (Principal Arterials)



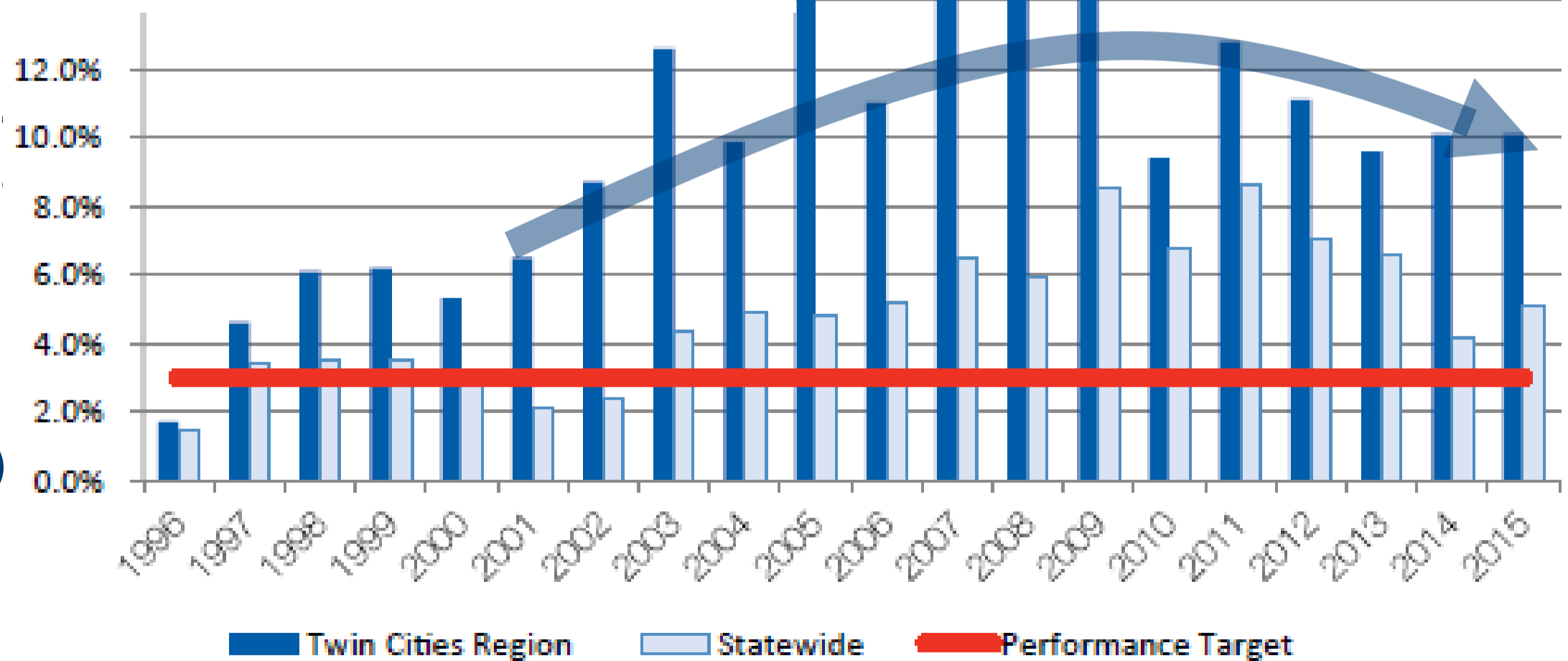
# Highways: Pavement Condition (A-minor Arterials)



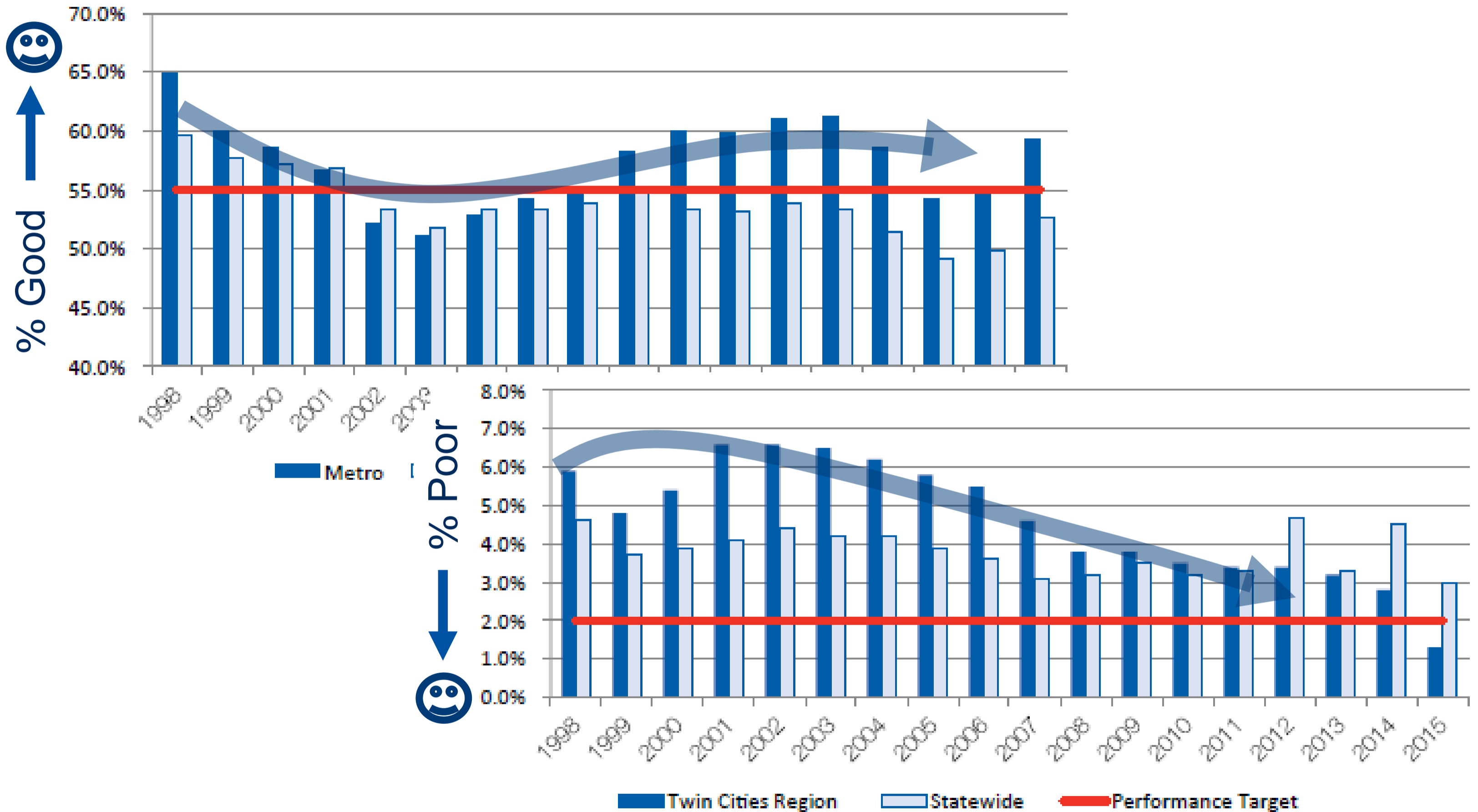
% Good



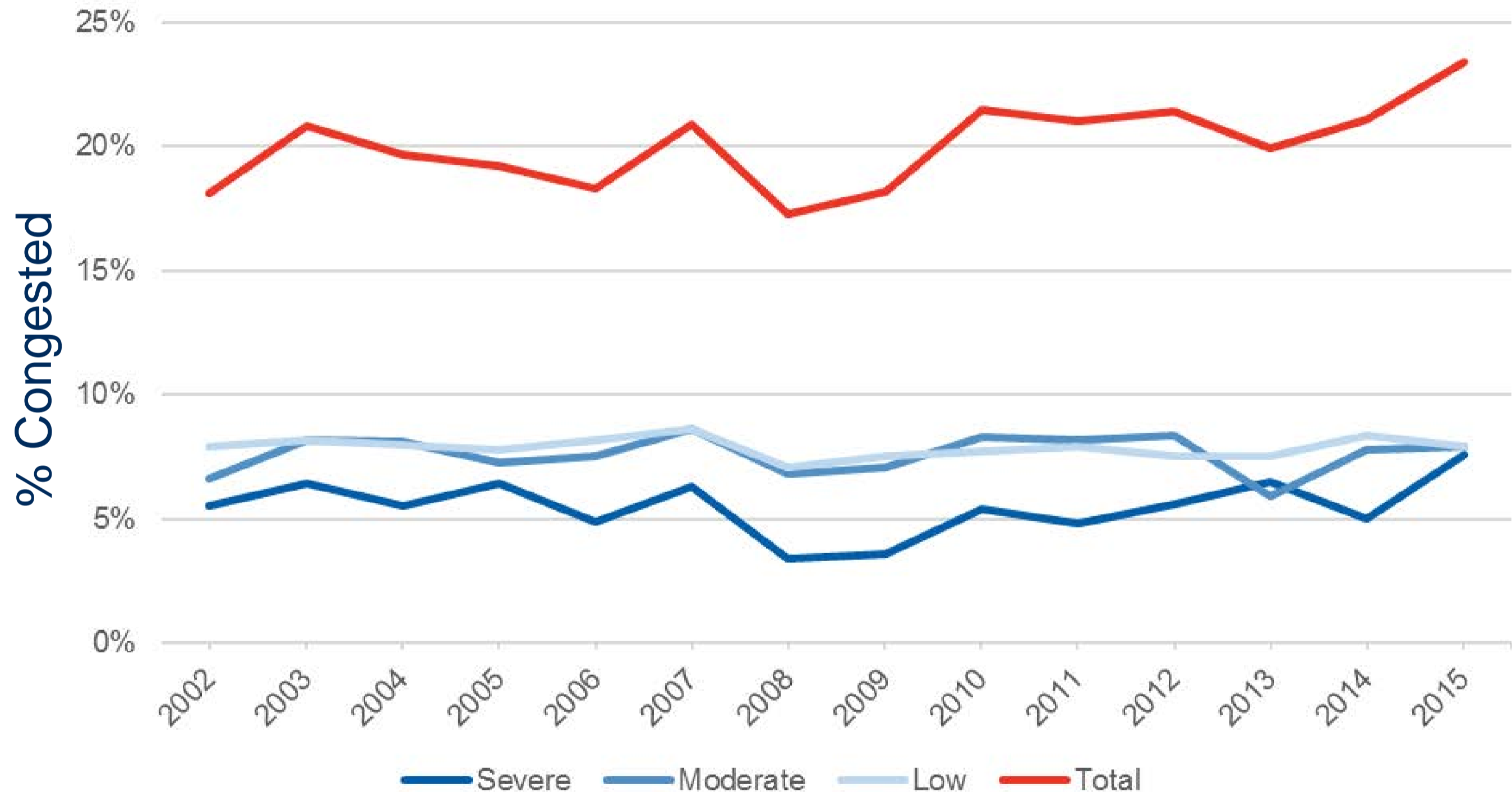
% Poor



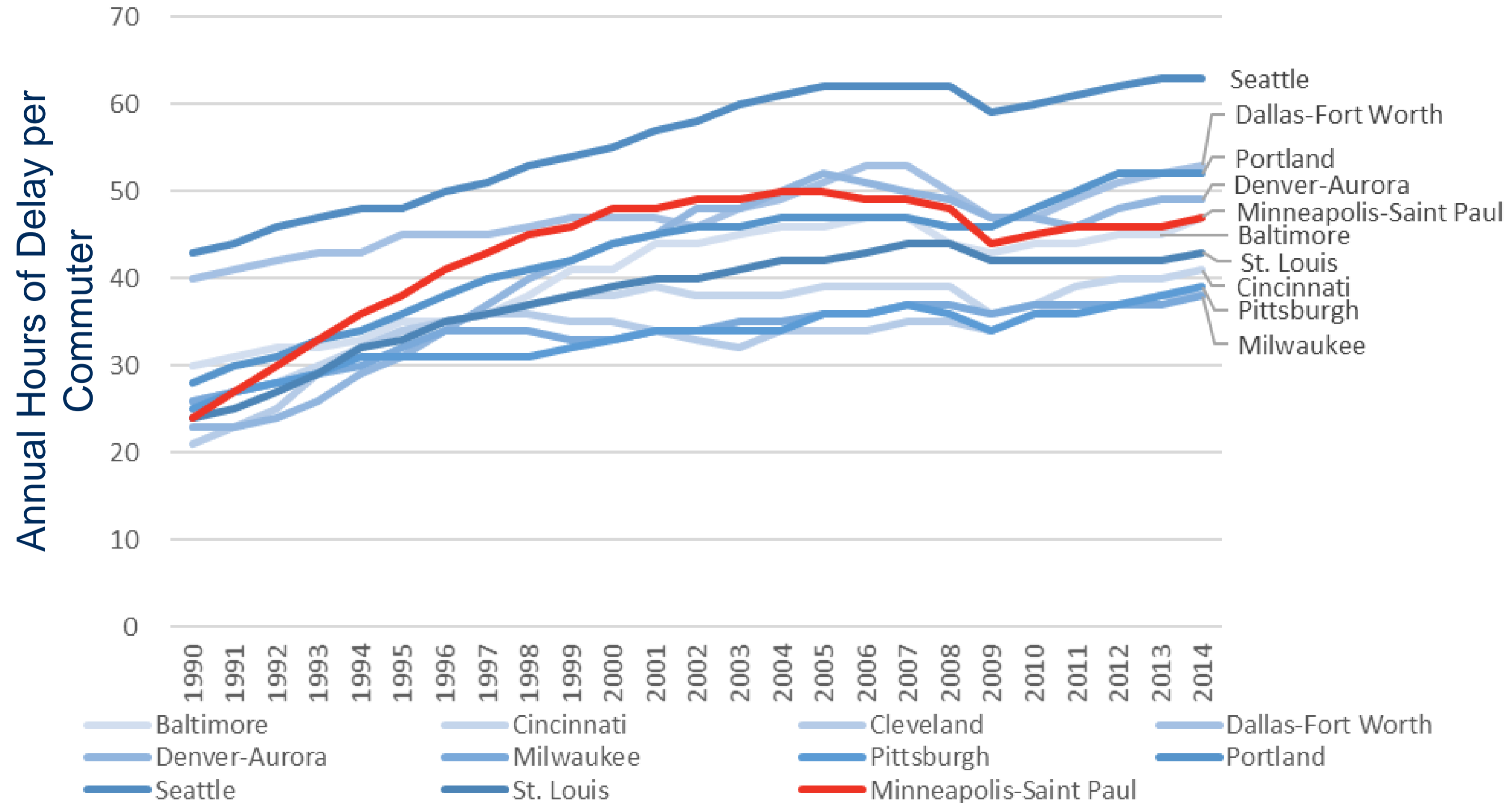
# Highway System: Bridges



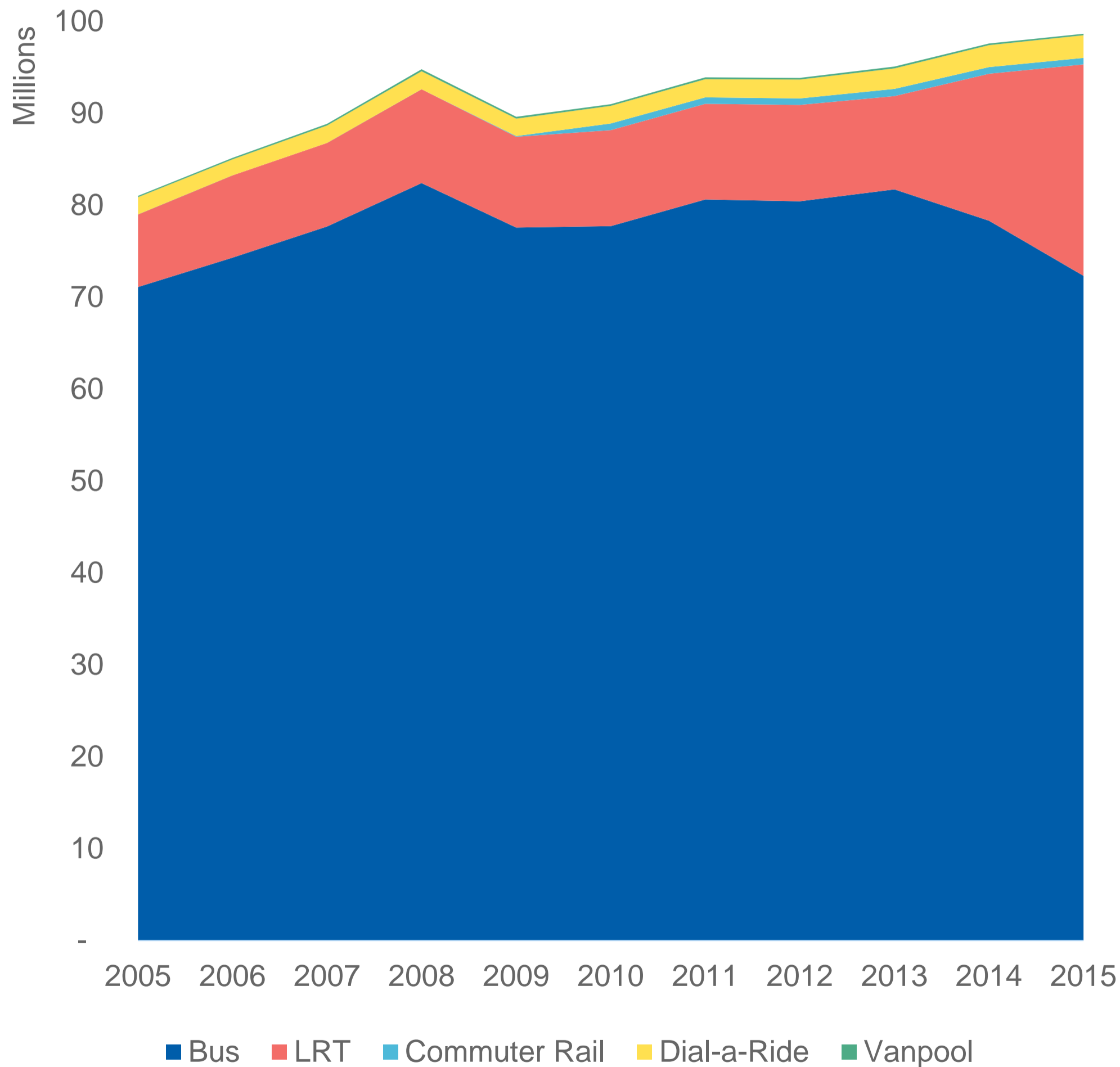
# Highways: Congestion



# Highways: Annual Delay



# Transit System: Ridership



Ridership has generally increased in the last decade:

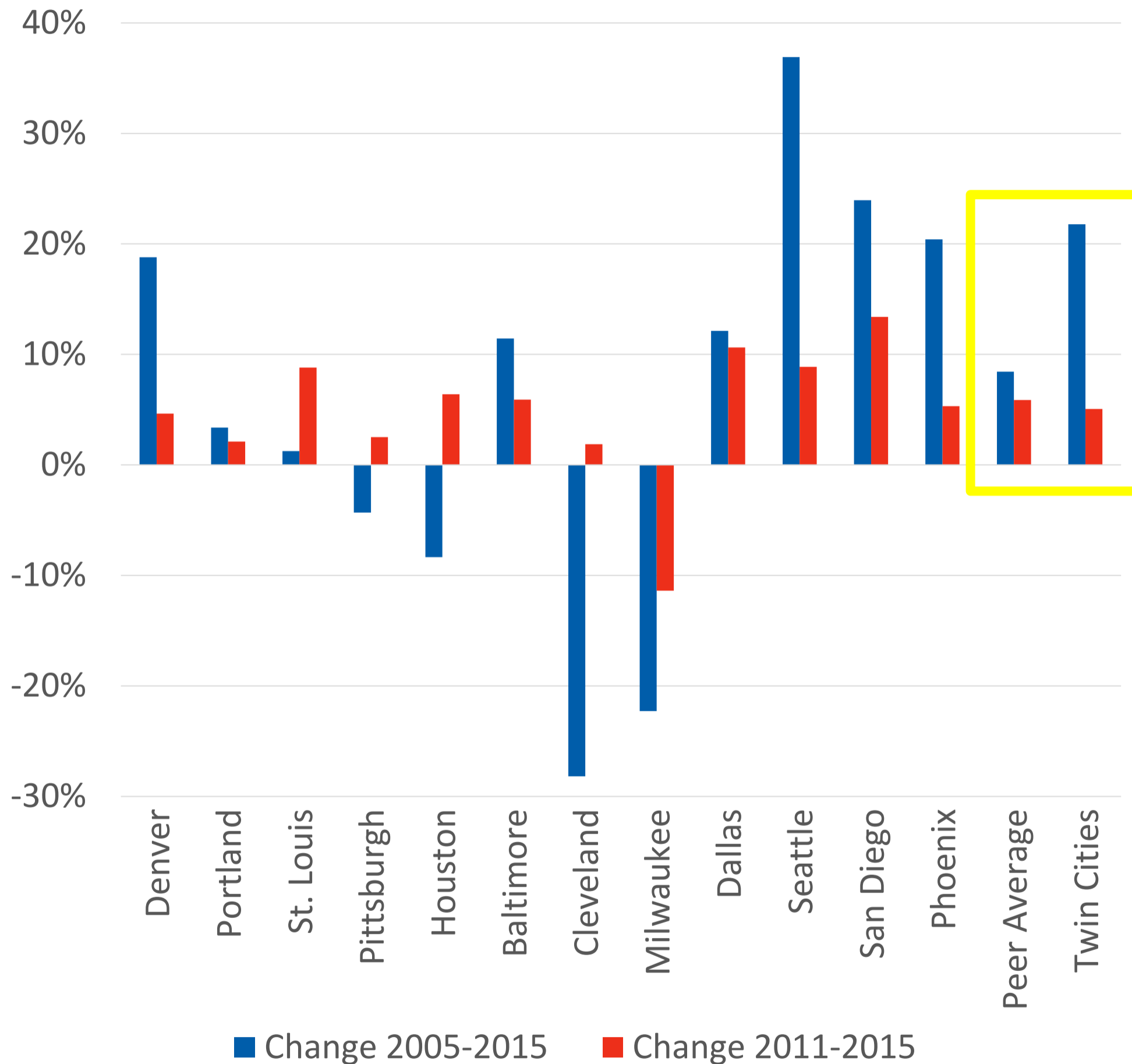
- Bus ridership up and down
- Light rail ridership up

# Transit System Peer Regions

- Baltimore
- Cleveland
- Dallas
- Denver
- Houston
- Milwaukee
- Phoenix
- Pittsburgh
- Portland
- San Diego
- Seattle
- St. Louis

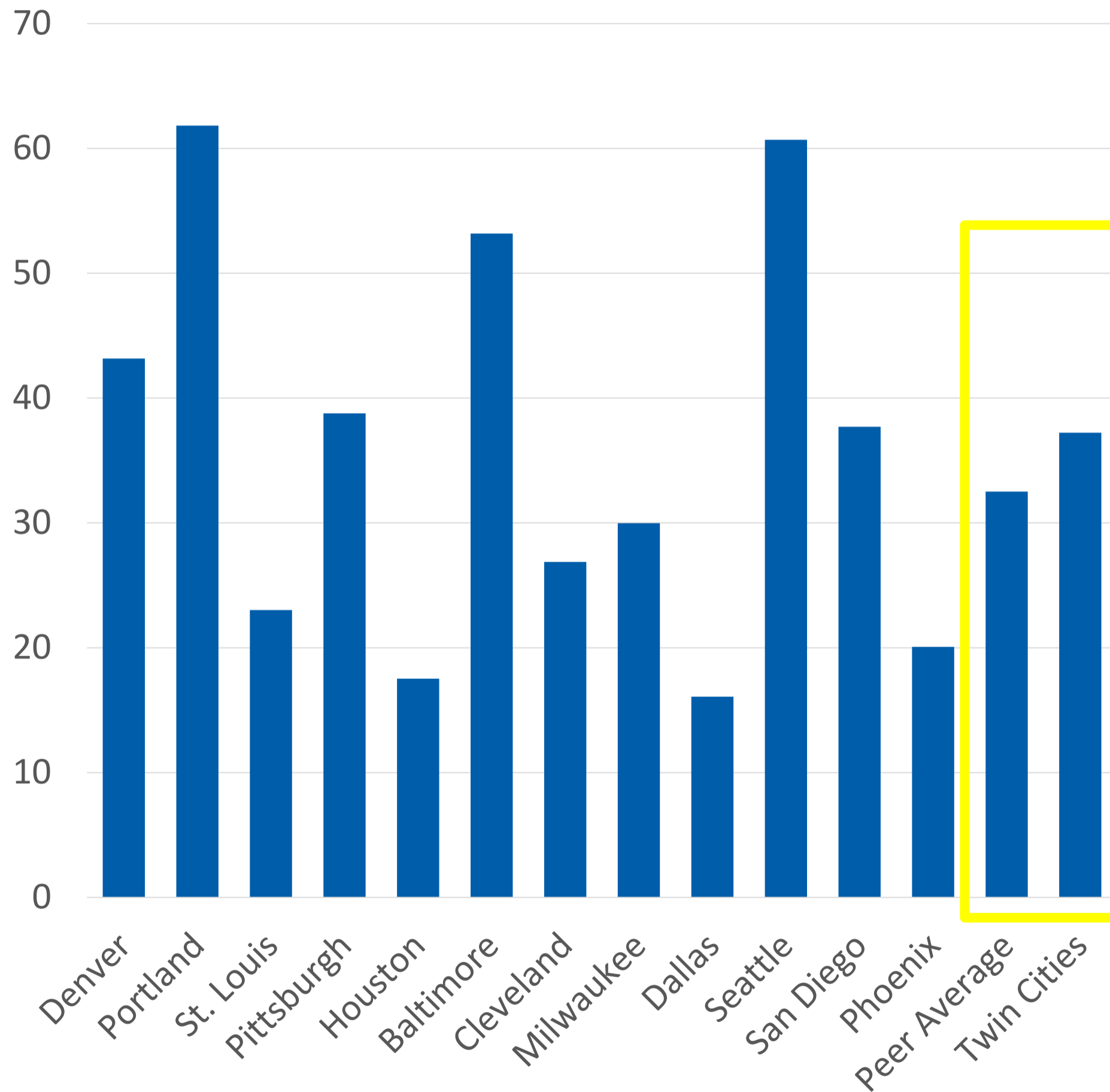


# Transit System: Peer Ridership



- Ridership growth has outpaced the peer average since 2005
- Twin Cities: 3rd
- Ridership growth in peer regions has outpaced Twin Cities since 2011
- Twin Cities: 8th

# Transit System: Peer Trips per Capita

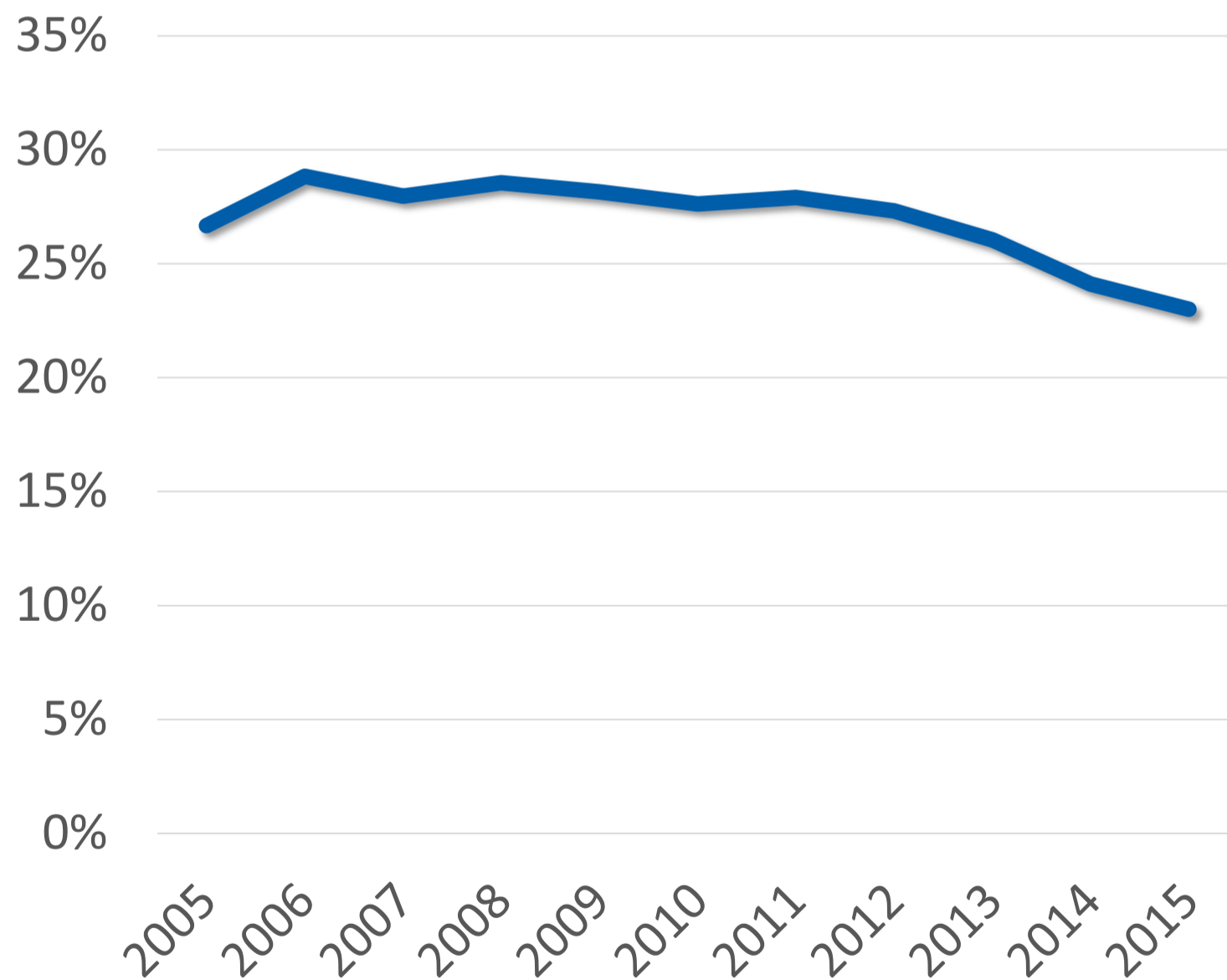


- Twin Cities urban area residents use transit more than peer average, per person
- Regions with higher averages:
  - Denver
  - Portland
  - Pittsburgh
  - Baltimore
  - Seattle
  - San Diego

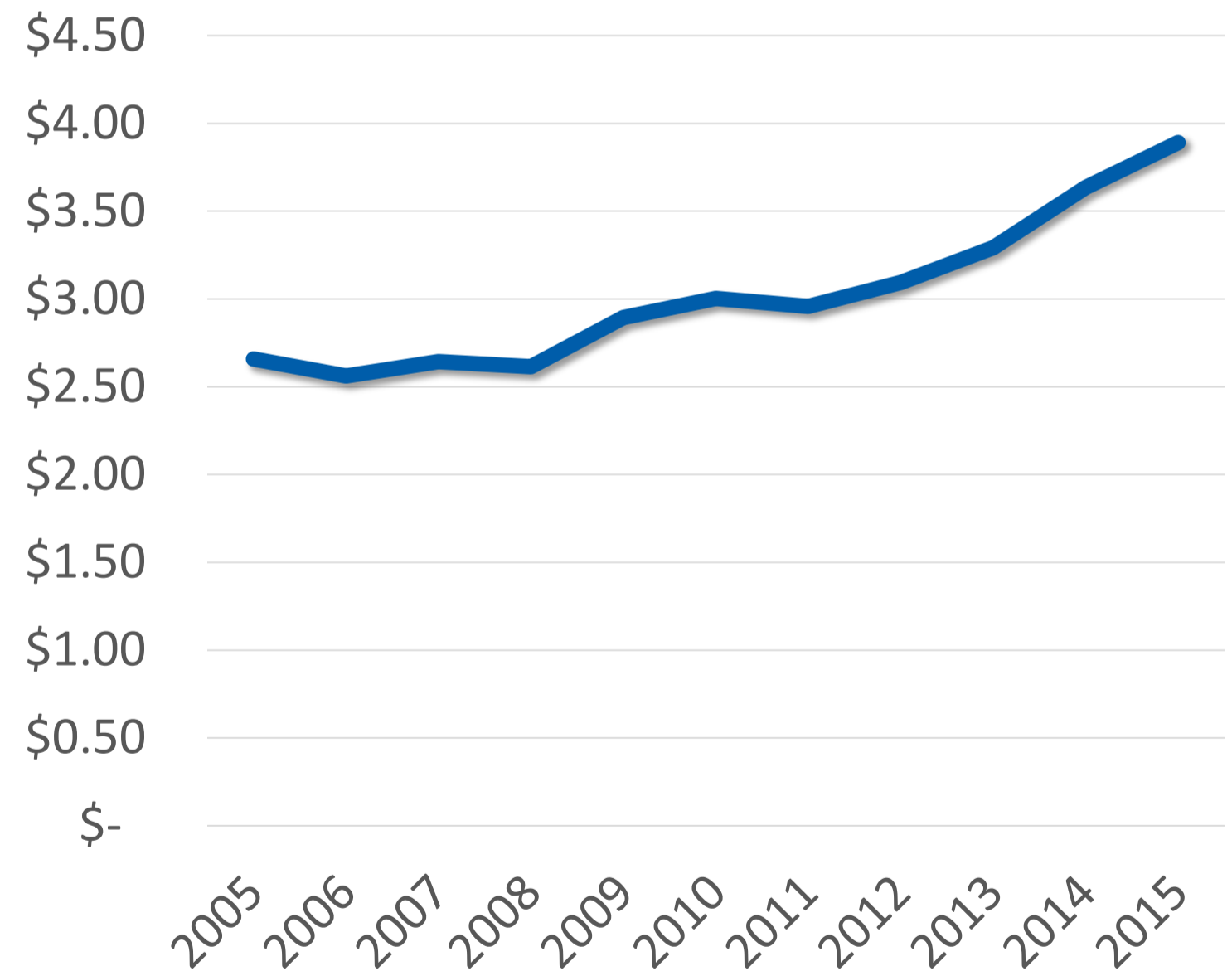
# Transit System: Performance

- Fare recovery is down since 2005, especially in last 4 years
- Subsidy/pass. is up since 2005, especially in last 4 years
- Metro Mobility operating costs up 75% since 2009

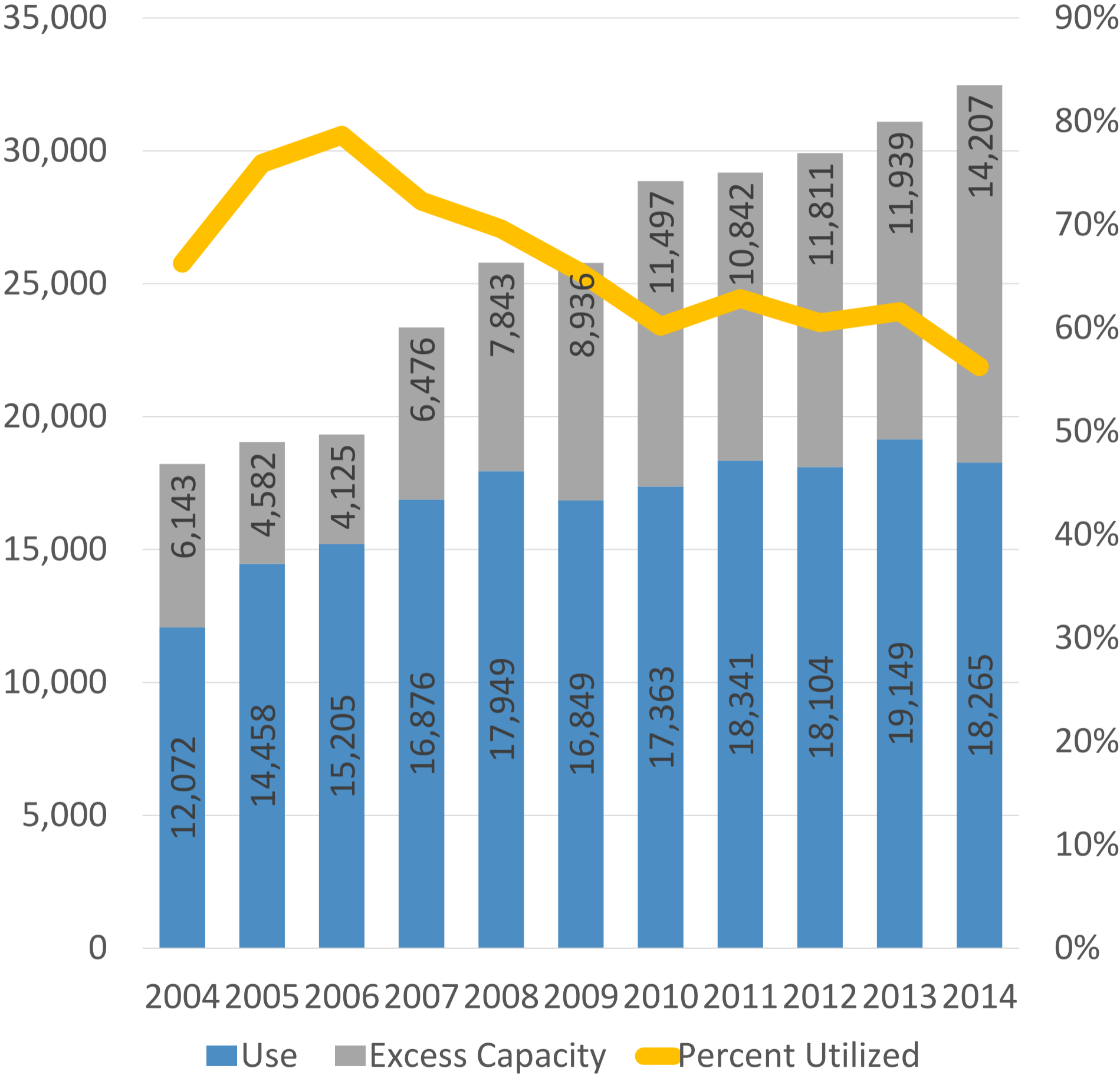
## System Fare Recovery



## System Subsidy per Pass.



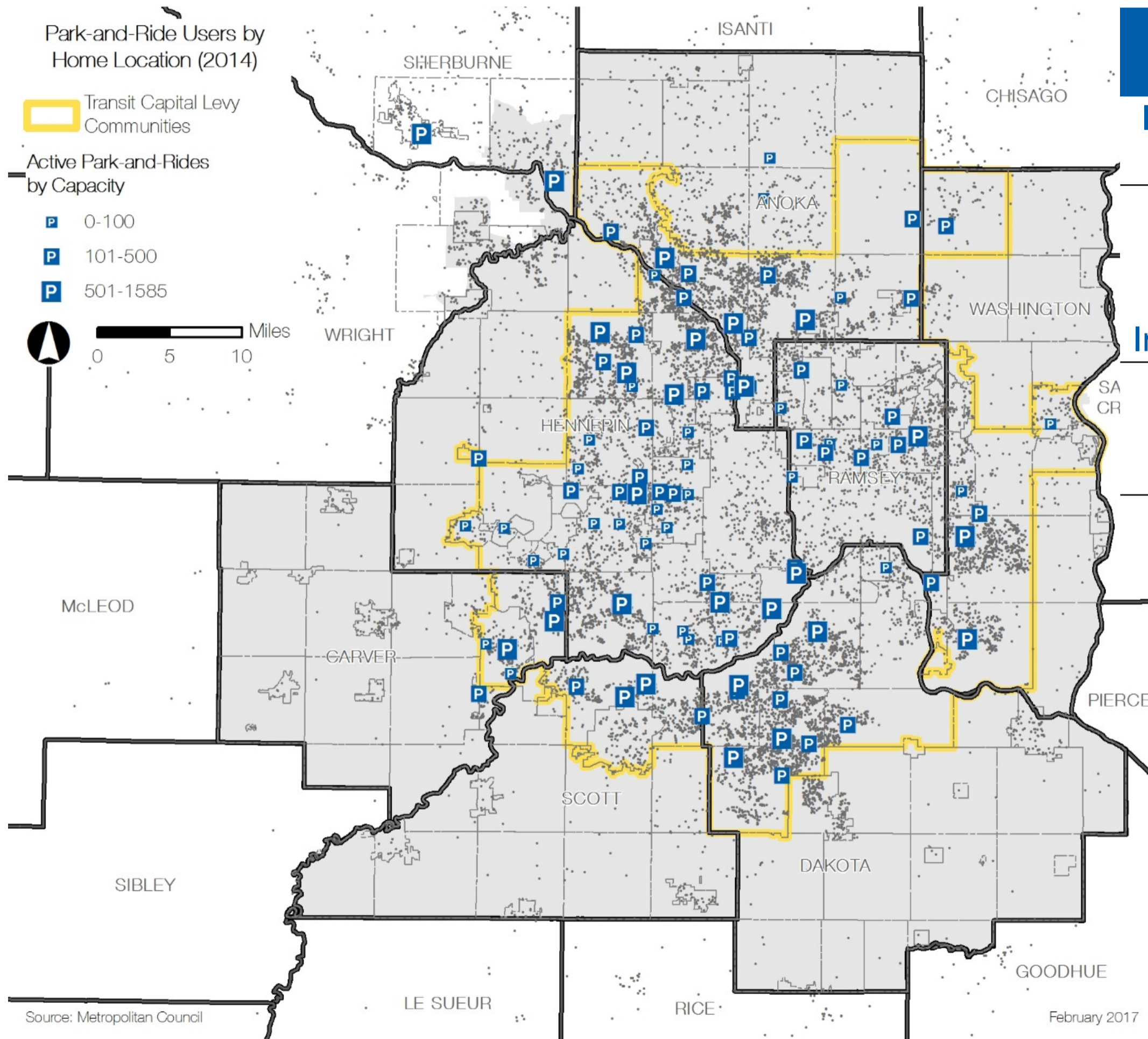
# Transit System: Park-and-Rides



- Growth in park-and-ride capacity has outpaced use
- Over 100 park-and-rides in the system, majority less than 100 spaces

# Transit System: Park-and-Rides

## (2014)



Minnesota User Home Origins	Count	% of Total
Inside Transit Capital Levy Communities	12,606	74.0%
Outside Transit Capital Levy Communities but Inside 7-County Metro	1,656	9.7%
Outside of the 7-County Metropolitan Area	2,784	16.3%
<b>Grand Total</b>	<b>17,046</b>	<b>100%</b>

# Transit System: Improvements

## Improving Transit Performance with Investments – Case Studies:

- A Line
  - 33 percent more riders in corridor
- METRO Green Line
  - \$5+ billion in development
- METRO Red Line Cedar Grove Online Station
  - Lower cost, faster trip, more riders
- Route 11 High-Frequency
  - 20 percent more riders



# Aviation System

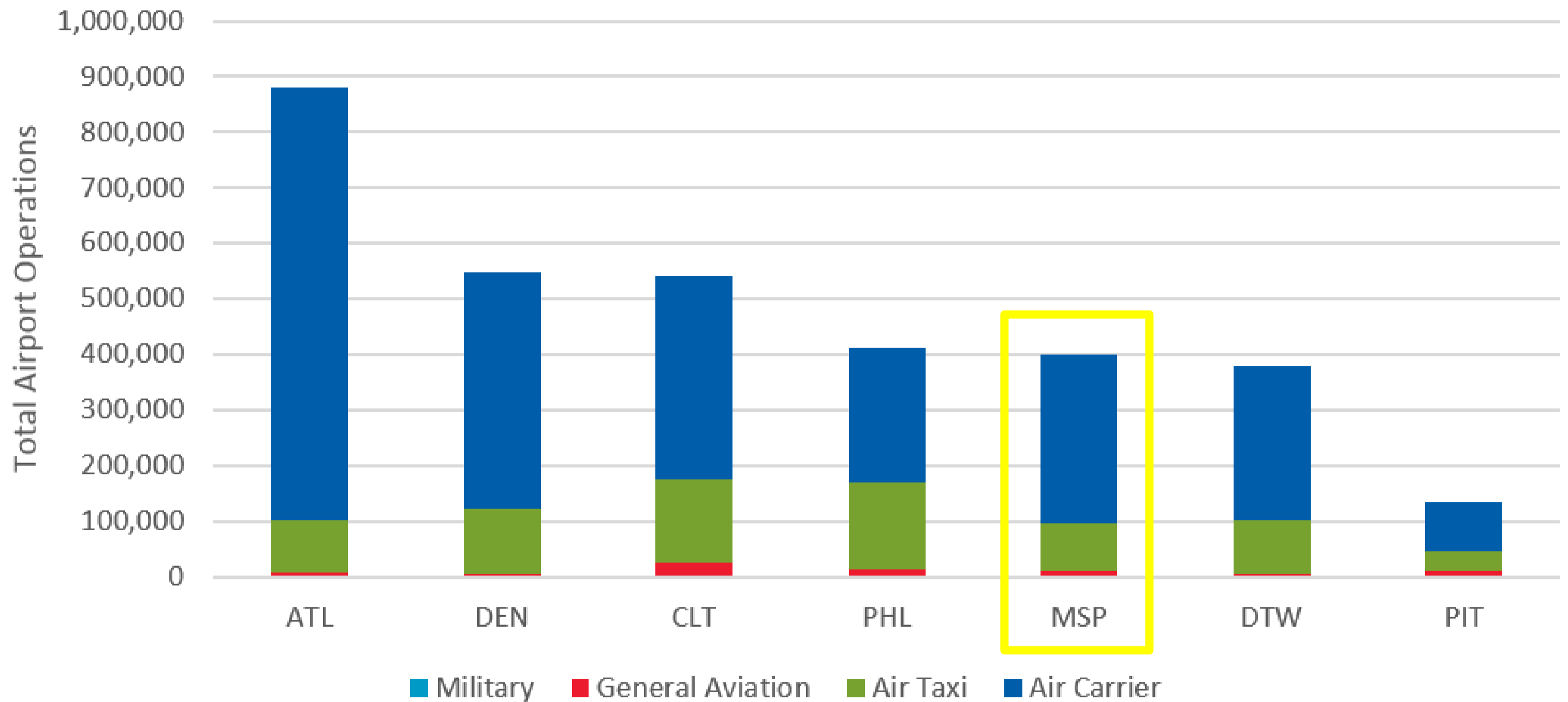


Figure 7-2: Total Annual Airport Operations by Type for MSP and Peer Airports (2015)





# Freight System: Highway

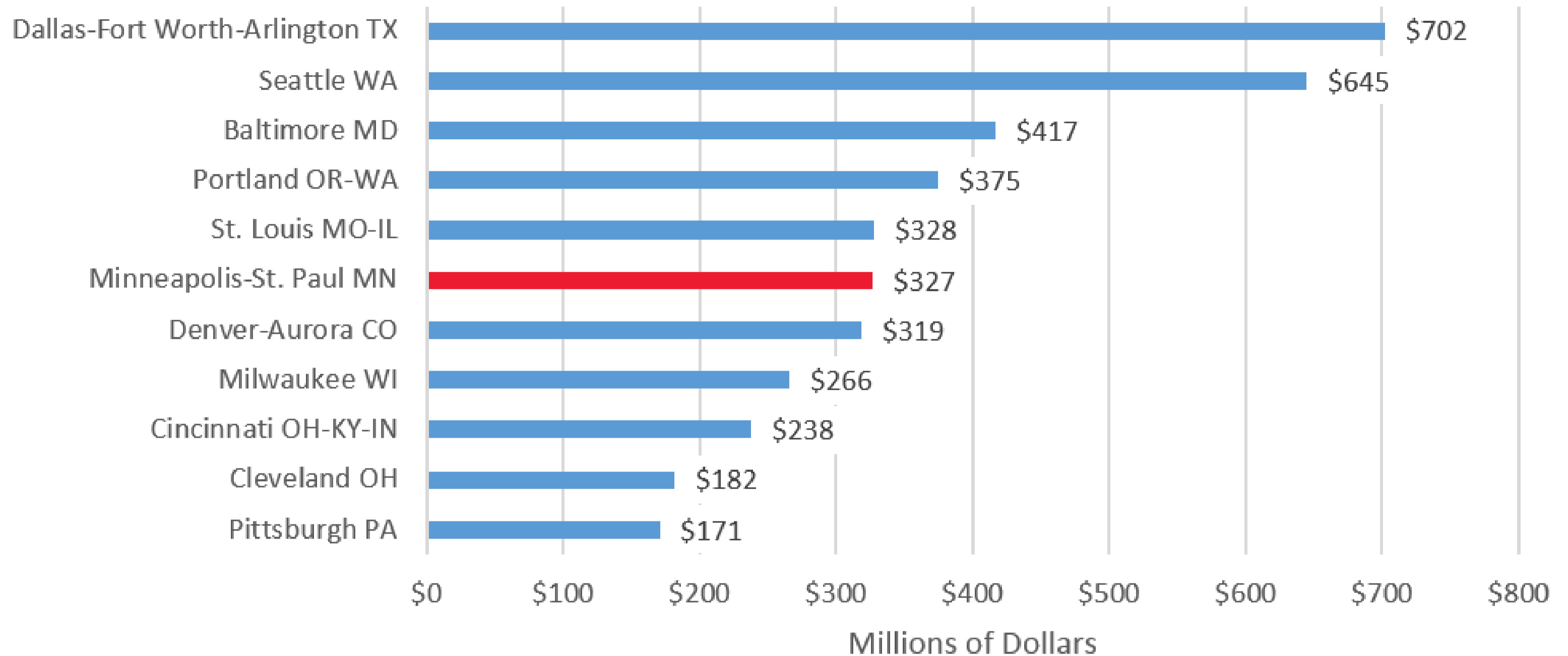
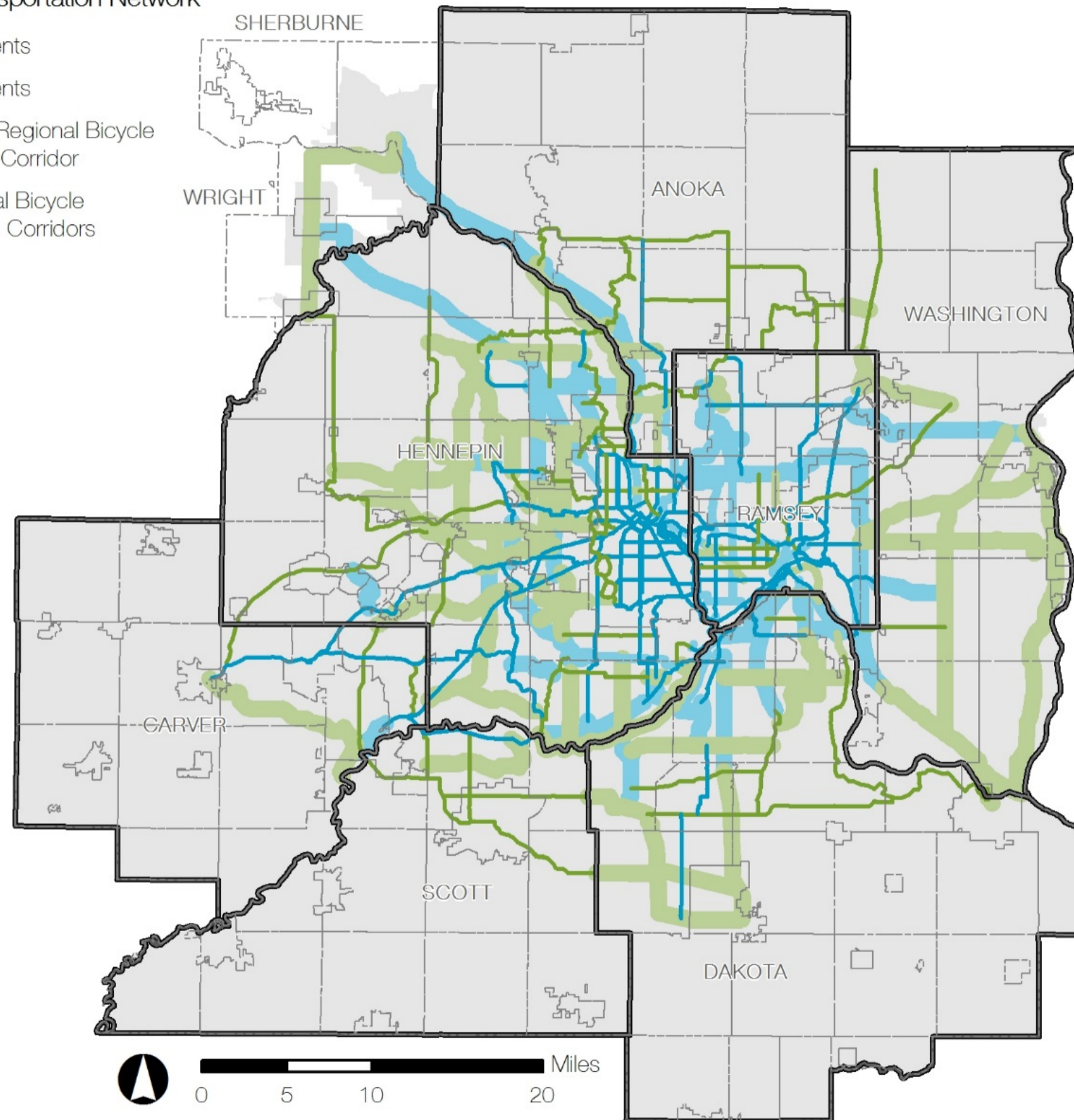


Figure 5-8: 2014 Truck Congestion Costs (Millions of Dollars)

# Bicycle and Pedestrian System

Regional Bike Transportation Network

- Tier 1 Alignments
- Tier 2 Alignments
- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridors



Source: Metropolitan Council

February 2017

# Bicycle and Pedestrian System

- Bicycling and walking volumes are increasing in the Twin Cities
  - 16 percent increase between 2007–2013
  - 53 percent increase in Minneapolis
- Regional Traffic Fatalities
  - 26.2 percent of the overall traffic fatalities within the state
  - 55 percent of statewide pedestrian fatalities
  - 43 percent of statewide bicyclist fatalities

# Transportation System Performance Evaluation

Questions?