



TRANSPORTATION **POLICY PLAN**

Transportation Advisory Board
April 16, 2014

2040 TPP Schedule

April 2013 to May 2014: Policymaker Task Force, Partner Agency Work Group and other stakeholder discussions on preparation of draft 2040 TPP

December 2013: Council, TAB Investment Factors workshop

January to May 2014: Monthly progress updates with TAB, TAC and Transportation Committee

May 2014: Thrive MSP 2040 adopted

May to July 2014: Draft for public comment to TAC, TAB, Transportation Committee, Council

July through September 2014: Public comment on DRAFT 2040 TPP

October to November: Revisions based on public comment

December 2014: Final plan adoption

Part II Draft Outline

- a. Existing System Descriptions
- b. Strategies with Supporting Text
- c. Transportation System Finance
- d. Land Use and Transportation**
- e. Modal Investment Direction and Plans
 - a. Highway
 - b. Transit**
 - c. Bicycle and pedestrian
 - d. Freight
 - e. Aviation



TRANSPORTATION
POLICY PLAN

Transit Investment Plan

Transit Investment Plan

Four sections:

- Transit Basics – help with understanding conditions that support transit
- Bus and Support System – elements described, investment summary
- Transitways – process, prioritization, and investment summary
- Financial Summary



TRANSPORTATION POLICY PLAN

Transit Basics

Transit Basics

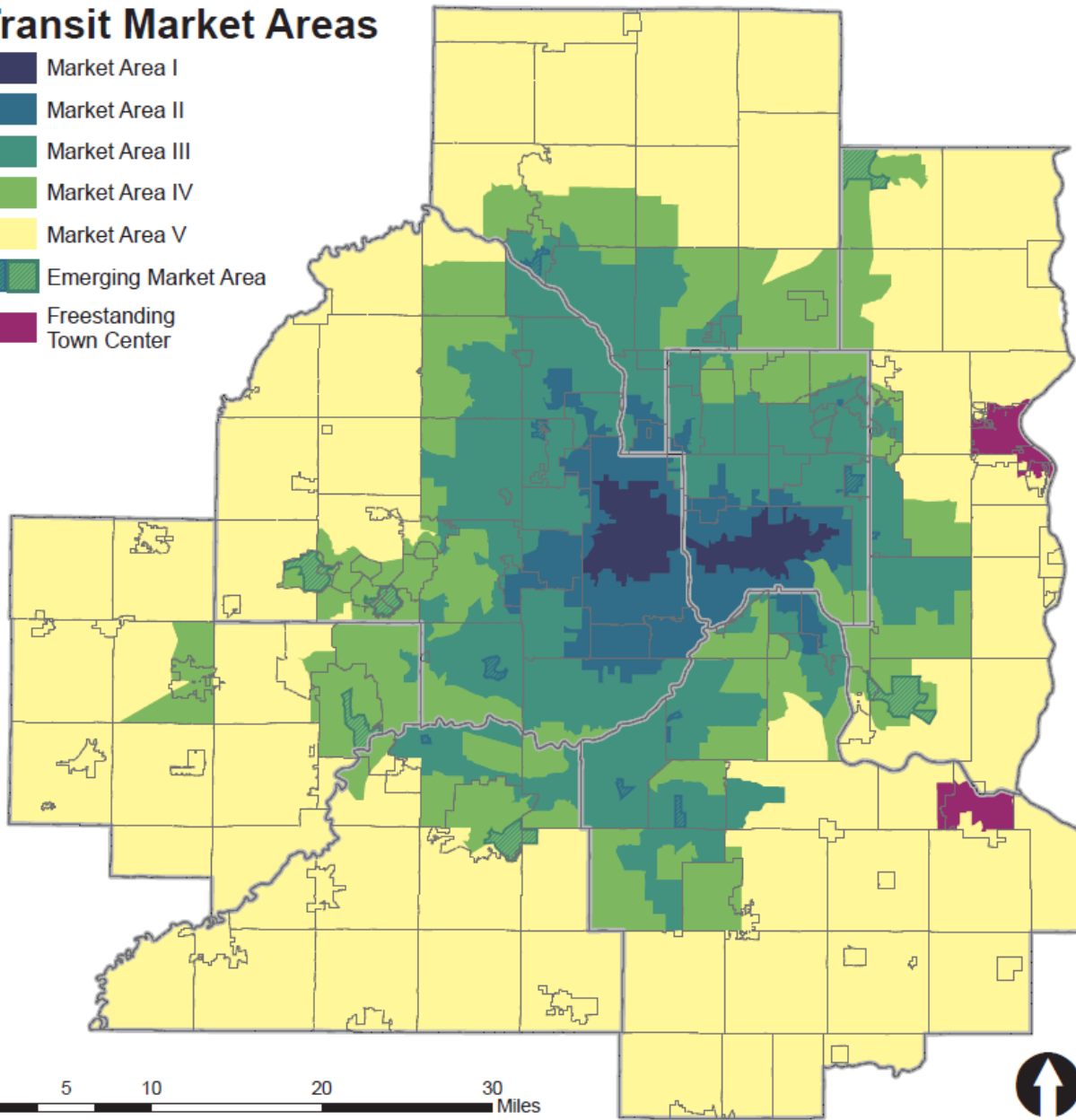
What makes local transit service successful?

- How do transit providers design the network? Why doesn't X have bus service?
- How can communities become more transit-ready?

Express service is different, more specialized

Transit Market Areas

- Market Area I
- Market Area II
- Market Area III
- Market Area IV
- Market Area V
- Emerging Market Area
- Freestanding Town Center



Transit Basics

Transit System Design

- Regular Route System Design – Regional Transit Design Guidelines & Performance Standards Appendix
- Transitway Guidelines – Completed in 2011 to help build consistency into Transitway project delivery, available online



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Bus and Support System

Bus and Support System

Transit System Management

Tools used to keep the system efficient

- Route performance analysis – identifies underperforming routes in the system
- Operating policies and procedures
 - Fare structure
 - Competitive procurement
 - Transit operator policies and procedures

Bus and Support System

Alternatives to the Regular Route Network

Transit options beyond regular route

- Metro Mobility – ADA service, demand growing rapidly, required by federal and state law
- Transit Link – public transit option in areas not served by regular route service but coordinated with it
- Metro Vanpool – partially subsidized vanpool service with volunteer drivers

Bus and Support System

Regular Route Service Expansion

- Driven by Service Improvement Plans
- Transit providers responsible for coordinating input on service improvement opportunities
- Regional Service Improvement Plan will prioritize short-term expansion opportunities
 - Cost-effectiveness
 - Access to destinations and people served
 - Equity
 - Peak-period transportation benefits

Bus and Support System

Transit Facilities Expansion

– Modernization

- User experience improvements
- Improved amenities at bus stops
- Improved maintenance and care of facilities
- Upgraded transit centers
- Technology improvements

– Expansion

- Expansion of bus shelters
- New or expanded capacity at transit centers or park-and-rides
- Expanded garage or maintenance facilities

Bus and Support System

Recommendations

– Current Revenue Scenario

- Operations and maintenance of existing system
- Required expansion of Metro Mobility (10% recent annual growth)
- Limited expansion and modernization of transit facilities funded by federal CMAQ or STP (with local match)
- No expansion for service operations beyond Metro Mobility and start-up funds associated with CMAQ
- Competitive federal grants (e.g. Tiger) may also allow for expansion or modernization

Bus and Support System

Recommendations

- Increased Revenue Scenario
 - Growth of about 1% average annually in bus service consistent with service types and descriptions, guided by Regional Service Improvement Plan and investment factors
 - Improved maintenance and amenities at transit customer facilities, expanded shelters, more customer information
 - Expanded and modernized support facilities to correspond with expanded service and provide for more efficient operations



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Transitways

Transitways

Transitway Modes

- Bus Rapid Transit
 - Dedicated BRT
 - Highway BRT
 - Arterial BRT
- Light Rail Transit
- Commuter Rail

- Modern Streetcar policy discussion still ongoing, will be addressed through future plan amendment



Transitways

Transitway Development Process

**LPA Selection
and
Amendment
into the TPP**



- System Planning and Feasibility (e.g. Highway Transitway Corridor Study)
- Corridor Planning and Alternatives Analysis (e.g. Gateway AA)
- Environmental Review (e.g. NEPA, Environmental Impact Statements, Environmental Assessment)
- Design and Engineering (e.g. preliminary engineering and final design)
- Construction
- Operation

Transitways

Corridors Studied or Under Detailed Study

- Gateway
- I-35W North
- Red Rock
- Robert Street
- Rush Line
- Riverview
- Midtown
- Nicollet-Central
- West Broadway
- 12 Arterial BRT corridors through the Arterial Transitway Corridor Study
- 8 Highway BRT corridors through the Highway Transitway Corridor Study

Transitways

Setting Regional Transitway Priorities

- Step One – Technical Evaluation
 - Technical Factors
 - Ridership
 - Access to Regional Job and Activity Centers
 - Cost-Effectiveness
 - Existing Land Use
 - Future Land Use and Economic Development
 - Equity
 - Environment
 - Provides expectations for technical projects based on federal and regionally important factors

Transitways

Setting Regional Transitway Priorities

- Step Two – Policy Evaluation
 - Policymakers includes all transitway partners, specifically funding partners
 - Considers results of Step One – Technical Evaluation
 - Policy Factors
 - Regional Balance
 - Funding Viability (or competitiveness)
 - Community Support
 - Risk or Technical Readiness
 - Mostly a qualitative assessment

Transitways

Setting Regional Transitway Priorities

- **Work Item - Develop Transitway Prioritization**
 - Work program item for TPP - 2015
 - Further define process and implementation
 - Develop measures, benchmarks, and methodologies
 - Collaborate with CTIB, aligning work of Program of Projects, Transit Investment Framework, TFAC, and TPP

Transitways

Transitway Recommendations

– Current Revenue Scenario

- Existing Transitways in Operations
- Funded Transitway Expansion (or “with Viable Funding”)
 - METRO Orange Line
 - METRO Green Line Extension (SWLRT)
 - METRO Blue Line Extension (Bottineau LRT)
 - Four Arterial BRT projects (Snelling Ave and West 7th Street + two TBD), operations unfunded
- Arterial BRT funded with State bonds, CMAQ, and RTC match
- \$3.6 Billion in undesignated revenue available post-2024
- Potential flexibility through CTIB or accelerated federal funding, depending on projects and priorities

Transitways

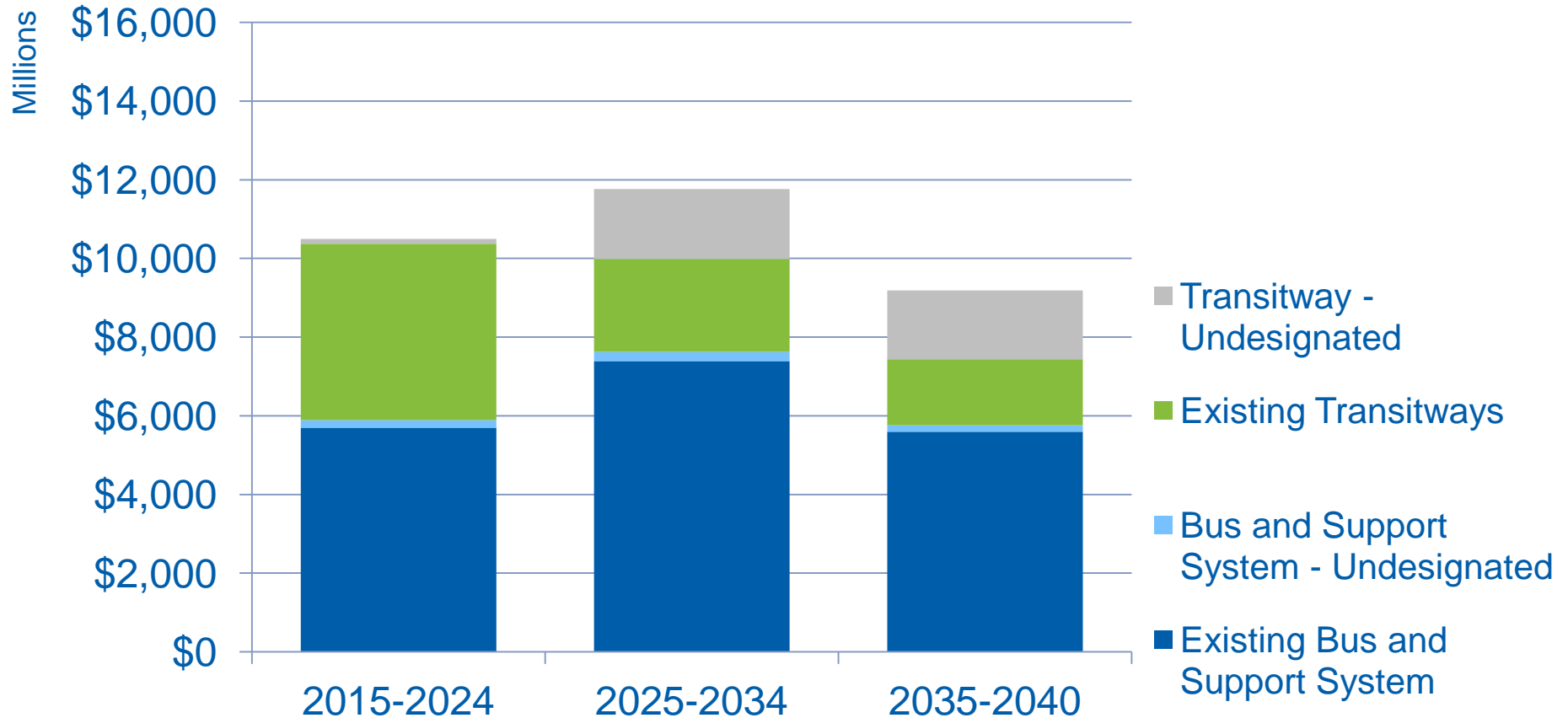
Transitway Recommendations

- Projects in planning that are still working toward LPA recommendation in order to be considered for prioritization

- Gateway
- Highway 36
- Highway 169
- I-35W North
- I-394
- METRO Red Line – Future Stages
- Midtown
- Red Rock
- Riverview
- Robert Street
- Rush Line
- Arterial BRT projects (2 of 10 in Current Revenue Scenario)
 - American Boulevard
 - Central Avenue NE
 - Chicago-Emerson-Freemont Avenues
 - East 7th Street
 - Hennepin Avenue
 - Lake Street
 - Nicollet Avenue
 - Penn Avenue
 - Robert Street
 - West Broadway Avenue

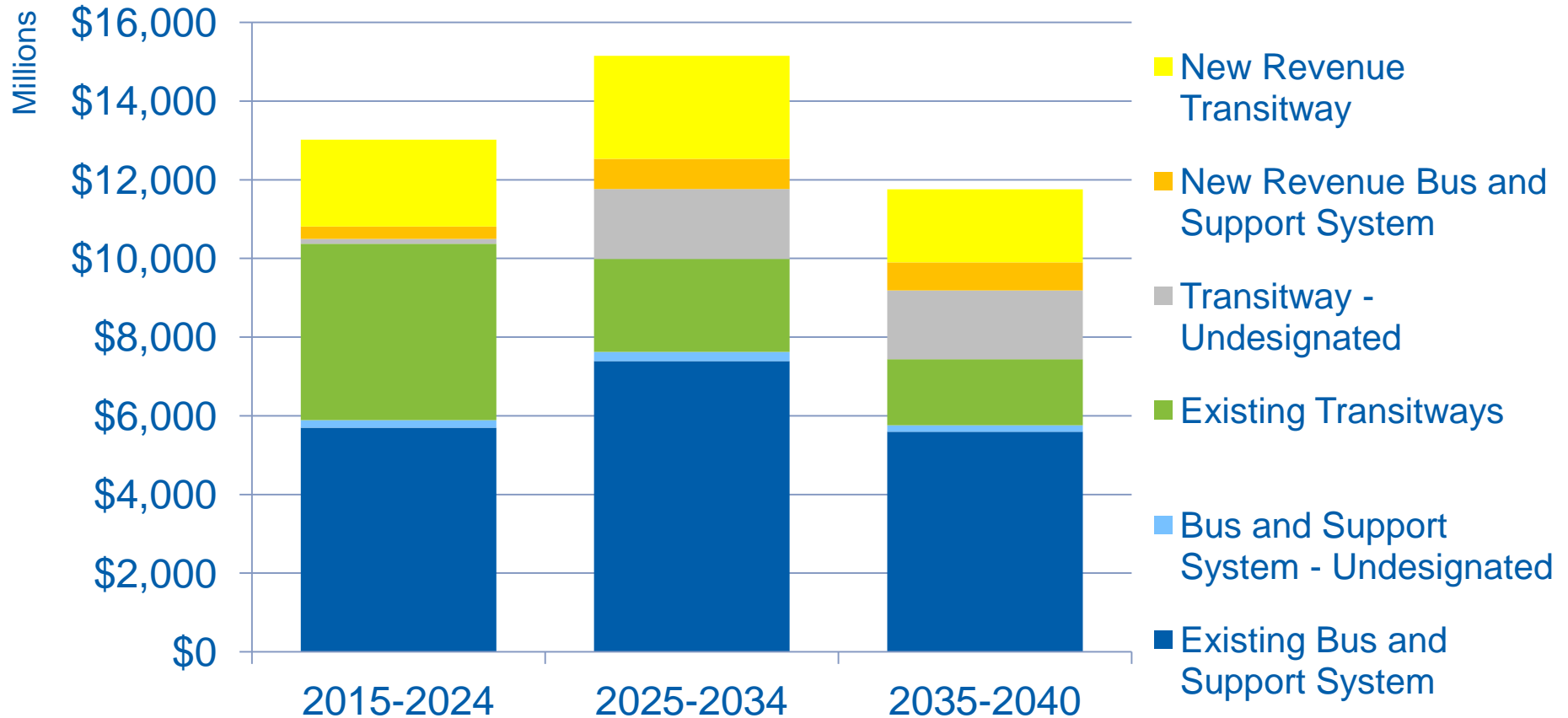
Transitways

Current Revenue Scenario



Transitways

Increased Revenue Scenario





TRANSPORTATION
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Transportation and Land Use Implementation

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

- 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 Guide for TOD

Transportation and Land Use

Local Government Land Use Supportive of Transit

- New conformance requirements for land use intensity around transit
- Planned land use density for residential units per acre
- Applicable to new or redeveloped land in comprehensive plans
- Minimum required for conformance, targets could be used in prioritization
- See hand-out for details



Density of
Development

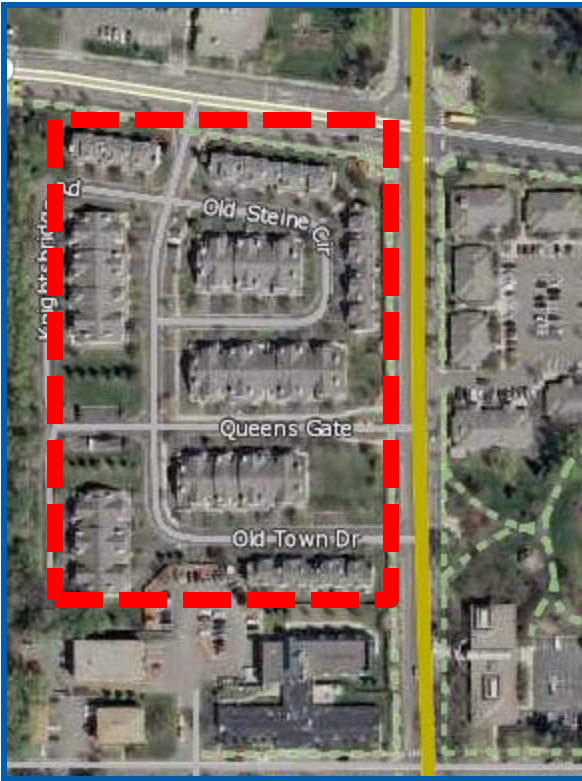
Suburban 3 units per acre





Density of
Development

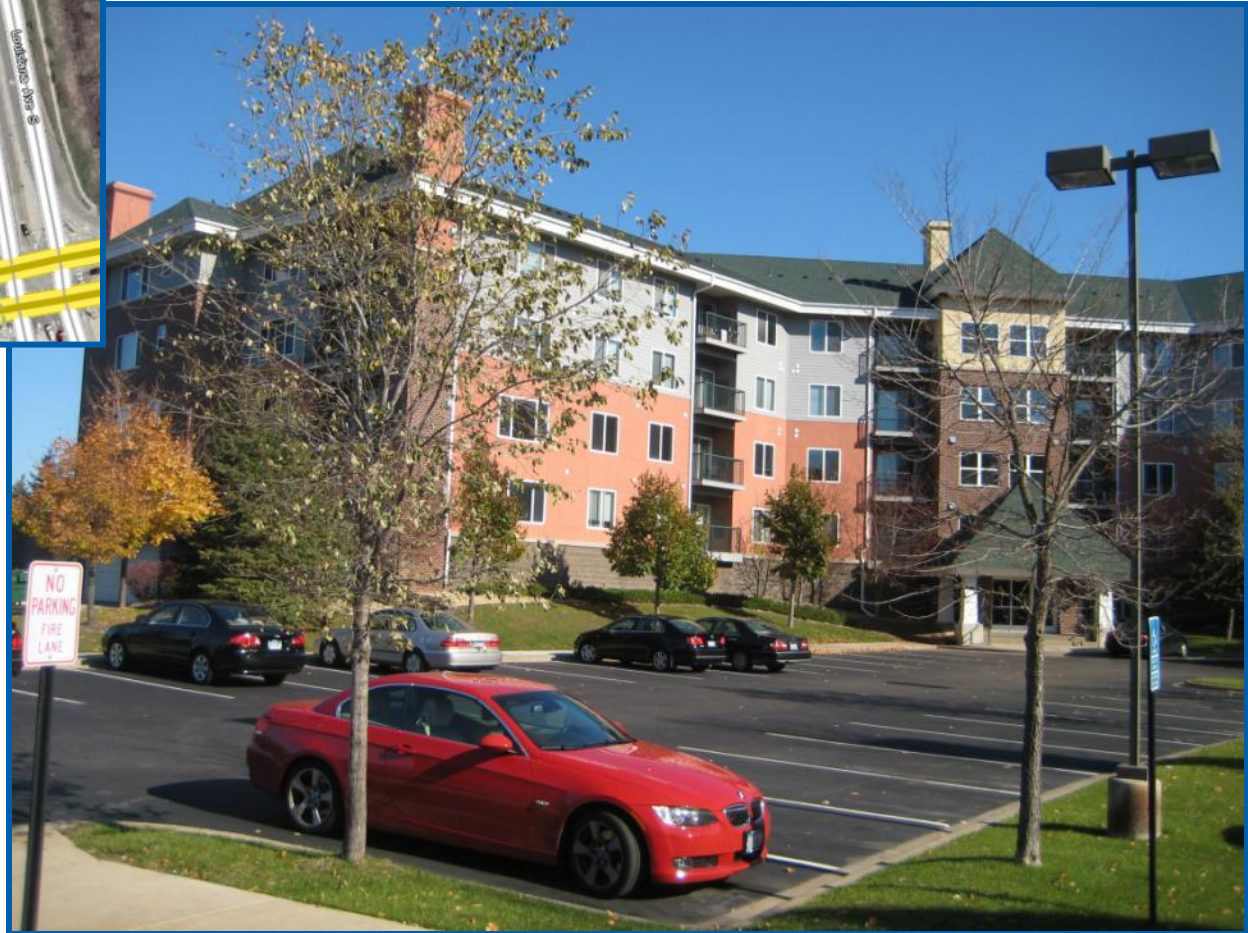
Suburban 10 units per acre





Density of
Development

Suburban 25 units per acre





Density of
Development

Urban 45 units per acre





Density of
Development

**Suburban 90 units per
acre**





Density of
Development

Urban 97 units per acre





Density of
Development

Urban 140 units per acre



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

Elements of a Good Pedestrian Experience

- Well-designed, well-maintained, safe, and secure pedestrian facilities
- Access to a mix of destinations and uses
- Manageable walking distances and crossings
- A human-scale and visually interesting environment
- Protection from climate and environment





METROPOLITAN
C O U N C I L