

Public Comments and Responses

**2020 Update**

**2040 Transportation Policy Plan**

Transportation Advisory Board 09-16-2020



# TPP Public Comment Period Timeline

- 6/24 Council releases for public comment
- 6/25 Public comment period begins
- 6/25 Public notice and background on Council website
- 7/27 Public hearing at Transportation Committee
- 8/10 Public comment period ends
- 8/11 to 9/11 Develop public comment responses and report
- 9/14 to 10/9 Revise TPP in response to comments with TAB and Council input
- 10/21 Transportation Advisory Board Recommendation to Council
- 10/26 Transportation Committee Recommendation
- 11/11 Council adopts *2040 Transportation Policy Plan (2020 Update)***



# Outreach and engagement audiences

- Formal Council partners (TAB, TAC, TAAC, Council Committees)
- Organizations engaged (business, advocacy, cultural, work force, education organizations, neighborhood groups)
- Cities, counties, and townships throughout the Twin Cities region
- Advocacy groups
- Residents of the region

# Outreach and engagement approach



**Be socially connected while physically distant.**

- Information, education, promotion
- Engagement
- Formal partnerships
- Informal partnerships
- Language appropriate
- Reporting back
- Formal review channels

# Outreach and engagement

- Web announcement and web page notice
- GovDelivery email announcement
- Outreach to key business, advocacy, cultural, work force, education, neighborhood organizations
- Social media – Facebook, Twitter, Instagram
- Star Tribune classified advertising
- Public hearing – WebEx event

# Outreach and engagement

## Outcomes

- One more opportunity for feedback and guidance
- Engage a cross-section of the region's residents
- Offer appropriate and authentic engagement
- Capacity to grow interactions with communities, stakeholders and constituencies

Some cities have temporarily opened streets and expanded space for people walking, biking and rolling. How do you see these temporary changes playing a part after COVID-19?

As part of the 2020 Transportation Policy Plan Update, we'll be studying and comparing travel behavior before and after COVID-19.

<https://metro council.org/tpp>

photo courtesy of Minneapolis Park and Recreation Board



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What are your expectations or concerns about electric vehicles?

In the 2020 Transportation Policy Plan Update, we have an electric vehicle study to plan for future transportation improvements.

<https://metro council.org/tpp>



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Have you been one of the people able to work from home? What do you think about continuing teleworking?

In the 2020 Transportation Policy Plan Update, we'll be studying and comparing travel behavior before and after COVID-19.

<https://metro council.org/tpp>



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# Comments and key engagement themes

- 215 people/organizations; 420 comments
- Three key themes:
  - Eliminate road expansion and invest in transit and active transportation to mitigate climate change and lower vehicle miles traveled
  - Black, brown, indigenous communities and low income most impacted by climate change; plan and invest to mitigate (transportation) inequities
  - Promote best practice in parking policy to influence climate change
- Additional Comments received:
  - Safety and security on transit
  - Transit investment priorities (ABRT, other corridors)
  - Support for bicycle and pedestrian investment
  - Lack of support for LRT
  - Support for bus fleet electrification



# ***Eliminate road expansion and invest in transit and active transportation to mitigate climate change and lower vehicle miles traveled***

- Majority of transportation funds are dedicated under state and federal law
- Little flexibility to move funds between modes
- Regional Solicitation (3% of total spending) offers opportunity and is controlled by TAB and Council; Solicitation historically allocated 55% roadways, 30% transit, 15% bike and pedestrian; many roadway projects contain significant multimodal spending in the form of new sidewalks and trails
- The current TPP regional highway investment direction specifies: first focus on management/technology solutions, then identify low cost high benefit spot mobility improvements, third, where appropriate implement MnPASS lanes and strategic capacity improvements are the last solution

## ***Eliminate road expansion to mitigate climate change response cont.***

- The TPP currently contains two projects focused on climate change:
  1. Electric Vehicles Planning Study will identify strategies to accelerate the adoption of electric vehicles in the region;
  2. Planning Scenarios for Greenhouse Gas Emissions project will aid local governments in evaluating climate change mitigation strategies.
- The TPP currently contains significant investment in Transitway expansion

# *Eliminate road expansion to mitigate climate change response cont.*

## Proposed TPP Changes:

- Add text to TPP Overview emphasizing that much of regional transportation spending is inflexible
- Add text in Overview and Highway chapter clarifying that travel demand management (TDM) and land use solutions are first priority for solving roadway mobility issues
- Add Regional TDM Study to Work Program chapter to be completed 2021-2022
- Add text to Overview recognizing “success” of teleworking (TDM) during COVID pandemic in reducing highway congestion

# ***Black, brown, indigenous communities and low income most impacted by climate change; plan and invest to mitigate (transportation) inequities***

- Agree and TPP acknowledges this in Overview, Goals, Equity and Work Program chapters
- TPP Work Program includes a study area on “Equity Analysis for Transportation” which calls for studies on safety outcomes by race and income; spending on preservation by race and income; and analyzing impacts of COVID on travel by race and income

## Proposed TPP change:

- Update Work Program studies to include an Equity Evaluation of Regional Transportation Investment (funding, planning, programming processes) (currently in 2021 UPWP)

# ***Promote best practice in parking policy to influence climate change***

- TPP includes references to parking's role in the transportation system in Chapter 3 Land Use and Local Planning
- Discusses parking demand management to support increased activity density and transit, provides two best practice links and references importance of surface parking in local planning.
- Council provides technical assistance to encourage local governments to consider climate change hazards through Climate Vulnerability Assessment Tool, and our Surface with Purpose Tool
- Council considers parking policies for evaluating Livable Communities Act programs
- Council strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change.
- Added TDM Work Program item will include elements of parking demand and land use regulation

# Other changes in response to comments

- The references to ACP50s in the TPP will be updated to reflect the evolution of how the data is being used
- Appendix F (Preliminary Interchange Approval Process) changed to clarify that the Principal Arterial Intersection Conversion Study is not the only way to demonstrate need for an interchange; interchanges in some cases can be an effective safety treatment where mobility is not a primary concern
- Noted that Washington County is lead of the Trunk Highway 36 transit study
- Updates to Transitway status

# Comments for 2050 plan development

- Some comments received relating to needed policy development will be addressed in the 2050 regional planning process. Issues expected to be addressed:
  - Regional goals and strategies for climate change mitigation
    - Including a potential goal and target for vehicle miles traveled reduction
  - Regional strategies for reducing racial inequities
  - Regional vision that better connects transportation/jobs/housing/economic development
  - Clearly tying proposed major investments to regional goals and outcomes

# Thank you

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