

# 2050 TRANSPORTATION MINIMUM LOCAL COMPREHENSIVE PLAN REQUIREMENTS



# Regional vision

A prosperous, equitable, and resilient region  
with abundant opportunities for all to  
live, work, play, and thrive.

## Regional core values

Equity | Leadership | Accountability | Stewardship

## Regional goals

### **Our region is equitable and inclusive**

Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all people feel welcome, included, and empowered.

### **Our communities are healthy and safe**

All our region's residents live healthy and rewarding lives with a sense of dignity and wellbeing.

### **Our region is dynamic and resilient**

Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.

### **We lead on addressing climate change**

We have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impacts.

### **We protect and restore natural systems**

We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.





# 2050 Minimum Requirements for Local Comprehensive Planning

## Roadways

1. Describe and Map the Roadway Functional Classification in your community. Include identification of all classifications in your community including:
  - Principal Arterials
  - Minor Arterials (A-Minor designations)
  - Major Collectors
  - Minor Collectors
  - Local roadways
2. Include the following information on the Principal and Minor Arterial functional classification systems:
  - Describe and map the existing and proposed number of traffic lanes
  - Describe and map the existing and projected traffic volumes
  - Describe and map the following funded and planned (planned projects are within the 2050 fiscally constrained plan, vision managed lane and targeted regional capacity projects are not) investments outlined in the Imagine 2050 TPP Highway Investment Plan:
    - Figure 14: Regional Mobility Investments: Interchanges
    - Figure 15. Regional Mobility Investments: Managed Lanes
    - Figure 16. Regional Mobility Investments: Targeted Regional Capacity
  - Incorporate and describe recommendations from any corridor studies and identify any opportunities to complete or update existing corridor studies documented in the Intersection Mobility and Safety Study.
3. Include a safety analysis that includes an analysis of crash trends, data and needs by mode and crash severity from the most recent 5 years of available data to prioritize future investments to reduce deaths and serious injuries using a Safe System Approach. Identify and incorporate any regionally identified corridor or intersections in your community that are identified on the regional High Injury Streets, Crash Risk Index, or the crash rates from the Regional Safety Action Plan. Reference any existing local safety plans like Safe Routes to School or Safe Streets and Roads for All action plans in local planning, when applicable.

## Transit

1. Identify, describe and map your local community's identified transit market area(s). Include a discussion of your community's relationship with the transit market area(s).
2. Identify, describe and map the transit system located in your community. Include the following features:
  - Local transit services and demand response (including dial-a-ride, microtransit) services
  - The high-frequency local transit routes
  - The existing and planned transit centers and park and rides
  - The existing and planned transit advantages
3. Identify areas of known planned transit service expansion, working with transit provider(s) AND identify desired transit expansion corridors or areas based on community land use plan.
4. Describe and address multimodal access needs to transit services within your community.
5. For communities with existing transitways or planned transitways in the fiscally constrained plan:
  - Ensure land guided for future development in station areas or corridors conforms to the minimum density levels outlined in Imagine 2050. In addition, address any opportunities for development at target density levels.
  - Describe your community's role and responsibilities with regard to the transitway development process

- Describe and map the transitway alignment and stations
  - Conduct station area or corridor planning for the transitway, including an investment and regulatory framework that guides future implementation activities. These plans should identify the geography of the station areas.
  - Plan for a total level of activity in station areas that is supportive of transitway investments; and address the activity level guideline of a minimum combined total of 7,000 residents, jobs, or students.
6. For communities with high-frequency local transit routes:
- Ensure land guided for future development in corridors conforms to the minimum density levels outlined in Imagine 2050. In addition, address any opportunities for development at target density levels.

## **Biking**

1. Describe and map the full local existing and planned bike network. Ensure networks are coordinated across jurisdictions. Identify local bikeway connections to transit facilities.
2. Describe and map RBTN within your community including the following:
  - Show all tier 1 and tier 2 RBTN corridors and alignments
  - Show the relationships between the RBTN and local bike network including all existing and planned connections
  - Include locations of regional destinations as shown on the RBTN map within your community. Include any locally identified activity centers in your community.
  - Review RBTN corridors to determine whether there is an existing or planned bicycle facility alignment you want to designate as the RBTN alignment (to replace the corridor). Candidate alignments for RBTN designation must run within the corridor and roughly parallel to the corridor centerline. Describe and map the existing and/or planned bike facility alignment(s) proposed for RBTN designation as a dashed line. (We recommend you contact Met Council Transportation Division staff prior to including in the draft Comp Plan.)
3. Describe and map regional bicycle barriers (i.e., freeways, railroad corridors, rivers and streams) and discuss how to address the need to provide new or improved crossings of regional bicycle barriers. Identify and discuss any local physical barriers to bicycle travel in addition to regional ones.

## **Pedestrian**

1. Include a full pedestrian element of your local transportation element of the comprehensive plan that addresses the following:
  - Community pedestrian system needs in a manner that responds to your community designation, including pedestrian system policies and strategies.
  - Maps the existing and planned sidewalk network (this may incorporate the regional sidewalk inventory when it is complete or this network can be identified in the plan).
  - Identify and map locally developed pedestrian priority networks or areas.
  - Describes and identifies pedestrian travel barriers .
  - Identify and incorporate findings from the Regional Safety Action Plan (including the regional High Injury Streets) and the Regional Pedestrian Safety Plan in the pedestrian element.

## **Freight**

1. Identify railways, barge facilities and truck or intermodal freight terminals within your community (see designated freight nodes on the Metropolitan Freight System map [add link to Figure 1 in 2050 TPP Freight Section]). Include other important nodes that may generate freight movement, such as industrial parks, warehouses or distribution centers and large shopping areas.

2. If available from MnDOT or other sources, include heavy commercial annual average truck volumes on the Principal Arterial and Minor Arterial network within your community.
3. Identify any local roadway issues or problem areas for goods movement, such as weight-restricted roads or bridges, bridges with insufficient height or width clearances, locations with unprotected road crossings of active rail lines, or intersections with inadequate turning radii.

### **Travel Demand Management**

1. Describe and document existing local travel demand management policies, ordinances or practices, if applicable. Include any activities or plans to collaborate with regional TDM partners on outreach and promotional activities that support sustainable travel choices.

### **Aviation**

1. Identify policies and ordinances that protect regional airspace from obstructions. Include how your community will notify the FAA of proposed tall structures.
2. Identify and map any bodies of water that may be used for seaplane operations as designated and regulated by MnDOT in your community.
3. Map any facilities such as radio beacons or other air navigation aids sited in off-airport locations and address how they will be protected from physical encroachment and electronic interference through your local ordinance and notification processes.
4. For communities impacted by an airport (located within the 3-mile influence area of a regional airport) include the following items:
  - Map the airport location, including the existing and future (if different) airport boundaries, land access locations, and runways.
  - Describe the existing and future functional and operational characteristics for any airport whose influence area includes your community. These can be found in airport long term comprehensive plans.
  - Evaluate, address, and establish policies related to land use compatibility issues, identifying efforts that include land acquisition, "preventive" land use measures, or "corrective" land use measures.

### **Equity & Inclusion**

1. Describe status and progress on Americans with Disabilities Act (ADA) transition or self-evaluation plans for public rights of way. Identify when the plans were last updated and schedule of next review and update of plan.

### **Climate and Natural Systems**

1. Include an acknowledgement of state designated targets for VMT and GHG reductions. Identify plans, policies or strategies to reduce total VMT and transportation-related GHG emissions in your community to meet state statute on reduction targets.

### **Transportation Analysis Zones**

1. Communities must confirm that their Local Comprehensive plan's use of the forecasted population, household and employment data by TAZ published by the Met Council at <https://gisdata.mn.gov/dataset?q=TAZ+forecasts>. Communities may alternatively cooperate with Met Council staff to jointly prepare a different allocation than has been published by the Council.
  - If using the forecasts published by the Met Council, local comprehensive plans can endorse and reference the published forecasts. The TAZ table does not need to be replicated in the Comprehensive Plan Update.
  - Alternately, if preparing a different allocation, the sum of TAZ allocations must equal the total forecasts by city/township. This alternative is required if the local government also proposes substantial change to city/township totals; a substantial change is a change of

more than 50 units to end-year (2050) population, households, or employment. The preparation and delivery of alternative TAZ allocations can be provided separate from the Plan Update; this deliverable must precede Met Council's completeness determination of the Plan Update.

- Transportation Analysis Zones allocation of the forecast is waived for cities and townships with population and employment fully contained in one TAZ.

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**IMAGINE**  
**2025**