

Revised Draft TPP Strategies

The use of the term "Regional Transportation Partners" broadly includes the following (as applicable): the Council; MnDOT; local governments (city, county, township); transit providers; CTIB; Regional Railroad Authorities; the DNR; MPCA; TMOs; MAC; airport sponsors; and other entities responsible for planning, implementing, or operating transportation systems.

Transportation System Stewardship

1. Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining and operating the transportation system.
2. Regional transportation partners should regularly review planned preservation and maintenance projects and identify practical and cost-effective opportunities to modernize the system by integrating safety, highway congestion mitigation, transit, bicycle, and pedestrian improvements.
3. The Council and regional transit providers will manage the transit network to respond to demand, maximize performance, and maintain coverage relative to regional transit guidelines (see Appendix G), as appropriate based on Transit Market Areas.
4. Airport sponsors will prepare a long term comprehensive plan (LTCP) for each airport every five years, and submit it to the Metropolitan Council for review to ensure that plans for preservation, management and improvement of

infrastructure at each airport are consistent with the regional aviation system plan.

Safety and Security

- 1. Regional transportation partners will incorporate safety considerations for all modes and users throughout the planning, construction, operating, and funding processes.**
- 2. Regional transportation partners should work with local, state, and federal public safety officials, including emergency responders, to protect and strengthen the role of the regional transportation system in providing security and effective emergency response to serious incidents and threats.**
- 3. Regional transportation partners should monitor and routinely analyze safety and security data by mode and severity to identify priorities and progress.**
- 4. Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.**
- 5. The Council and regional transit providers will provide transit police services and coordinate with public safety agencies to provide a collaborative approach to safety and security.**

6. Regional transportation partners will use best practices to provide and improve safe walking and bicycling facilities, including crossings, since pedestrians and bicyclists are the most vulnerable users of the transportation system.
7. Airport sponsors and air service providers will provide facilities that are safe, secure, and technologically current.

Access to Destinations

1. Regional transportation partners will work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.
2. Regional transportation partners will implement a system of interconnected arterial roads, local streets, bicycle facilities, and pedestrian facilities to meet local travel needs, and should apply Complete Streets principles as appropriate.
3. Regional transportation partners will promote multimodal travel options and alternatives to single occupant vehicle travel and congestion through a variety of travel demand management initiatives, with a focus on major job and activity centers on congested corridors.

- 4. The Council will work with MnDOT and local governments to implement a system of MnPASS lanes and transit advantages that support fast, reliable alternatives to single-occupancy vehicle travel in congested corridors.**
- 5. Regional transportation partners should coordinate with other agencies and businesses to ensure access is provided to affected parties for all modes of transportation during construction.**
- 6. The Council will support an interagency approach to preserving right-of-way for future transportation projects that are consistent with the Transportation Policy Plan.**
- 7. The Council, working with MnDOT, will continue to maintain a Congestion Management Process for the region's principal arterials to meet federal requirements. The Congestion Management Process will incorporate and coordinate the various activities of MnDOT, transit providers, counties, cities and transportation management organizations to increase the multimodal efficiency of the National Highway System.**
- 8. Regional transportation partners will manage and optimize the performance of the principal arterial system as measured by person throughput.**
- 9. Regional transportation partners will prioritize investments in MnPASS and other strategic capacity enhancements based on a project's expected contributions to meeting regional principles and outcomes as identified in**

Thrive MSP 2040 and the regional goals and objectives of the Transportation Policy Plan.

10. The Council will support investments in “A” minor arterials that build, manage, or improve the system’s ability to supplement the capacity of the principal arterial system and support access to the region’s job and activity centers and freight terminals.
11. Regional transportation partners will manage access to principal and “A” minor arterials to preserve and enhance their capacity and safety. The Council will work with MnDOT to review interchange requests for the principal arterial system using the procedures in Appendix E.
12. The Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, when resources allow, to meet growing demand, improve the customer experience, improve access to destinations, and maximize the efficiency of investments.
13. Regional transportation partners will invest in an expanded network of transitways that includes bus rapid transit, light rail, commuter rail, and modern streetcar. Transitway investments will be prioritized based on factors that measure a project’s expected contributions to meeting principles and outcomes in Thrive MSP 2040 and goals and objectives in the Transportation Policy Plan.

- 14. The Council will provide complimentary paratransit service comparable to the region's regular route transit system for individuals who are certified by the Council under the Americans with Disabilities Act (ADA).**
- 15. The Council and regional transit providers will provide coordinated transit options, including general public dial-a-ride and vanpool subsidies, in areas of the region not served by regular route transit. Service levels for these options will be based on available resources and needs.**
- 16. Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network.**
- 17. Regional transportation partners should fund projects that provide for bicycle and pedestrian travel across or around physical barriers (i.e. freeways, rivers, and railroads), or improve continuity between jurisdictions.**
- 18. Regional transportation partners will provide or support reliable, cost-effective, and accessible transportation choices for pedestrians and people with disabilities that support the essential elements of life such as employment, housing, education, and social connections.**
- 19. Regional transportation partners will work to reduce the impacts of highway congestion on freight movement to improve reliability of travel times through the most heavily traveled truck corridors on the Principal Arterials and "A" Minor arterials.**

20. The Council, MnDOT, Regional Railroad Authorities, and railroad companies will pursue short- and long-term improvements to accommodate future freight and passenger rail demand.
21. The Council and MnDOT should work together with cities and counties to provide efficient connections from major freight terminals and facilities to the regional highway system, including the federally-designated Primary Freight Network.
22. The Council and airport sponsors will maintain a system of reliever airports to augment the Minneapolis-St. Paul airport that are accessible within reasonable travel times from all parts of the metropolitan area.

Competitive Economy

1. The Council and its transportation partners will identify and pursue the level of increased funding needed to address priority unmet needs in this plan.
2. The Council will coordinate with other agencies pursuing transportation investments that strengthen connections to Minnesota, the nation, and the world including intercity bus and passenger rail, highways, air travel, and freight modes.
3. The Council and its partners will invest in regional transit and bicycle systems that improve connections to regional job and activity centers, promote economic development, and attract and retain businesses and workers in the region.

4. The Council, MnDOT, and local governments will invest in a highway system that provides competitive travel conditions compared to peer metropolitan areas.
5. The Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight and identify cost-effective solutions.
6. The Council, Metropolitan Airports Commission, MnDOT, and other agencies will work together to maintain a strong regional airport system, including maintaining the Minneapolis-St. Paul airport as a major national and international passenger hub and reliever airports that serve business travel.
7. The Metropolitan Airports Commission should continue to pursue a mix of services by several airlines with frequent passenger flights at competitive prices to North American markets and major foreign destinations.
8. The Metropolitan Airports Commission will periodically update its airport economic impact studies and commercial air-service competition plan for use in determining facility and service improvements needed at the region's airports to foster a competitive regional economy.

Healthy Environment

1. Regional transportation partners will support state and regional goals for greenhouse gas and air pollutant emissions reduction including the role of transportation choices in emissions reduction. The Council will provide information and technical assistance to local governments in measuring and reducing transportation related emissions.
2. The Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments.
3. Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.
4. Regional transportation partners will protect and enhance natural resources when planning, constructing, and operating transportation systems. This will include management of air and water quality and identification of priority natural resources through the Council/DNR Natural Resources Inventory.
5. Regional transportation partners will protect and enhance the cultural and built environments when planning, constructing, and operating transportation systems. This will include sensitivity to a community's vision and quality of life, and using Context Sensitive Design methods.

6. Regional transportation partners will use a variety of communication methods and eliminate barriers in order to foster public engagement in transportation planning which will include special efforts to engage members of low-income and minority communities to ensure that their concerns and issues are considered in regional and local transportation decision-making.
7. Regional transportation partners will avoid, minimize and mitigate disproportionately high and adverse impacts of transportation projects to the region's minority and low-income populations.

Transportation and Land Use

1. Local governments must prepare comprehensive plans that conform to the Transportation Policy Plan and should recognize the land use and transportation opportunities and challenges related to Thrive MSP 2040 planning areas. Local governments within the urban area should plan for their projected growth and stage their transportation infrastructure to accommodate the needs of that growth. Local governments in the rural area should plan for transportation systems and land use patterns that are compatible with the protection of agricultural uses and the need for future sewered development.
2. Local governments should recognize regional job and activity centers and identify important local centers in comprehensive plans and plan for increased density and a diversification of uses to maximize the effectiveness of the transportation system.

- 3. Local governments will identify opportunities for and adopt guiding land use policies that support future growth around transit stations and near high-frequency transit service. The Metropolitan Council will work with local communities on this effort by providing technical assistance and coordinating on the implementation of transit-oriented development.**
- 4. Local governments should lead transit-oriented station-area, small-area, or corridor land-use planning efforts, with the support of the Metropolitan Council and other stakeholders.**
- 5. Local governments should adopt regulatory tools, develop partnerships, and identify resources to support and specifically address the opportunities and challenges related to creating walkable, bikable, transit-friendly places.**
- 6. Local governments should include bicycle and pedestrian elements in local comprehensive plans.**
- 7. Local governments should adopt comprehensive plans that include policies emphasizing the identification and improvement of roads best suited for carrying trucks while minimizing impacts such as noise and traffic to sensitive land uses.**
- 8. Local governments should balance the needs of industrial, residential and recreational users when planning and implementing land uses along the navigable portions of the Mississippi River system to assure sufficient access for existing and future barge transportation needs.**

9. Local governments should consider the role of railroads in promoting economic activity and identify an adequate supply of land in their comprehensive plans to meet existing and future demand for industrial uses requiring rail access.
10. Local governments working with airport sponsors should develop and adopt an airport safety zoning ordinance that addresses the compatibility of land uses surrounding airports.
11. Communities affected by aircraft noise should incorporate the Land Use Compatibility Guidelines for Aircraft noise (Appendix XX) into their local comprehensive plans and ordinances.
12. Local governments should minimize potential general airspace hazards by adopting federal/state regulations regarding airspace and notifying potential developers of the need to submit FAA form 7460-1 regarding structure height near an airport.