



Existing Policy Concept Drafts

Sourced from the 2040 Transportation Policy Plan.

Roadways

There are seven existing policy concepts within the **Highways** modal area.

- Use roadway preservation projects as a catalyst to address other identified safety, mobility, freight, bicycle, and pedestrian needs.
- Manage and optimize the performance of the Principal Arterial system as measured by person throughput.
- Manage access to the Principal and A-minor arterial network.
- Maintain a network of functionally classified roadways.
- Identify and address critical regional highway system connections that are missing or inadequate across the system.
- Improve travel time reliability and provide alternatives to congested highway corridors.
- Use the highway investment hierarchy in accordance with the CMP Process (travel demand management, traffic management technologies, spot mobility improvements, managed lanes like E-ZPass, and then strategic capacity improvements).

Freight

There are four existing policy concepts within the **Freight** modal area.

- Maintain adequate highway-, riverfront-, and rail-accessible land to meet existing and future demand for freight.
- Identify and mitigate congestion-related delays and unreliability on the truck freight corridors, including congestion at MnDOT identified truck freight bottlenecks.
- Pursue short- and long-term improvements to accommodate freight and passenger rail demand.
- Provide efficient connections from major freight terminals and facilities to the regional highway system, including the federally designated Primary Freight Network.

Transit & Travel Demand Management

There are six existing policy concepts within the *Transit and Travel Demand Management* modal area.

- Use a variety of transit service types to match transit service delivery to expected demand based on transit markets.
- Build a network of transitways to expand access to high-capacity, reliable, and frequent transit service.
- Coordinate transit service delivery and operations to create a high-quality rider experience.
- Provide transit police services and coordinate with public safety agencies to provide a collaborative approach to safety and security.
- Plan for increased density and a diversification of uses in job concentrations, nodes along corridors, and local centers to maximize the effectiveness of the transportation system.
- Plan, build, and promote multimodal travel options and alternatives to single-occupant vehicle travel and highway congestion through travel demand management.

Bicycle & Pedestrian

There are two existing policy concepts within the *Bicycle and Pedestrian* modal area.

- Prioritize and implement the Regional Bicycle Transportation Network alignments and provide connections to local bicycle networks.
- Prioritize and improve regional bicycle and major river barrier crossings.

2050 TRANSPORTATION POLICY PLAN

Technical Working Group - Existing Policy Review

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Safety

There are three existing policy concepts within the **Safety** topic area.

- Prioritize and implement safety considerations in projects for all modes and users.
- Reduce the vulnerability of transportation infrastructure to natural disasters.
- Minimize the threat of human-made incidents that degrade security of the system.

Equity

There are two existing policy concepts within the **Equity** topic area.

- 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 and connected communities.
- Use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities.

Environment

There are four existing policy concepts within the **Environment** topic area.

- Prioritize and implement transportation projects that reduce emissions.
- Minimize impacts on the natural environment.
- Protect, enhance, and mitigate impacts on the cultural and built environments.
- Avoid, minimize, and mitigate disproportionately high and adverse impacts of transportation projects to historically underrepresented communities, including communities of color, low-income communities, and those with disabilities.

Funding

There are three existing policy concepts within the **Funding** topic area.

- Identify an Increased Revenue Scenario of potential projects beyond Current Revenue Scenario funding assumptions.
- Ensure that transportation investments are balanced across the region over time and the benefits are shared across all communities and users.
- Transportation investments should consider cost effectiveness, the balance of project cost and performance outcomes, at all stages of development.

Multimodal

There are four existing policy concepts affect **all modal** categories.

- Make investments in transportation that preserve and maintain the regional system in a state of good repair.
- Provide a system of interconnected streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.
- Cost-effectively support job and population growth forecasts through transportation investments.
- Improve the economic vitality of the region by enhancing the movement of people and goods.

Themes

1. **Safety** was the most frequently mentioned across all three topic areas (14).
 - a. Opportunities to strengthen safety and reverse trends.
 - b. Public safety, safe systems/design, enforcement measures.
 - c. Safety tied to investments.
 - d. Safe connections/crossings for all modes.
 - e. Safety for transit riders and bike/ped
 - f. Automated enforcement
 - g. Safety hierarchy (bike/ped crossing safety over vehicle safety)

There are existing safety policies, but opportunities for more or stronger language.

2. **Travel demand management/ congestion management/ reduce VMT/ more mode choice** was a common sentiment across all three topic areas.
 - a. TDM before expansion
 - b. Improve travel times of all modes
 - c. Improve access to transit (2nd/3rd shift workers, hard to serve areas, 7-day schedules)
 - d. 1st mile/ last mile
 - e. People throughput/ mode splits
 - f. Teleworking and communications
 - g. Shared mobility
3. **Complete Streets/ Connecting networks**
 - a. As an equity tool/ mobility justice
 - b. Connect trails and sidewalks and to transit; closing gaps
 - c. ADA updates
 - d. No pedestrian policies at all
 - e. Across jurisdictions
 - f. Livability
4. **Improve Coordination** across jurisdictions and between Met Council and partners.
 - a. Transit investments and land use coordination
 - b. Bike/ped investments across jurisdictions

5. Shared Definitions

- a. Regional balance – what does it mean and does it conflict with other goals like equity
- b. Equity – more than just engagement

6. Equity

- a. Automated enforcement
- b. Cultural competency surrounding bike riding
- c. More than engagement

7. Preservation

- a. Roadway and transit improvements tied to preservation
- b. Include maintenance of transit facilities in plan

8. Freight

- a. Various freight-specific comments including industrial lands, truck parking, freight deliveries impacted by bike/ped facilities and roadway modernization
- b. New rail destinations?
- c. 1st/last mile connections
- d. Freight bottlenecks