



PlanIt

Webinar Series for
Comprehensive Plan Updates

Transit Planning Basics, Market Areas, and
Comprehensive Planning

Presented by Mike Larson and Michael Mechtenberg
August 18, 2016





Webinar Overview

- Transit Planning Basics
- Transit Market Areas
- Regional Planning for Transit Improvements
- Comprehensive Planning for Transit





Fundamentals of Service Planning

- Trade-off in allocating limited resources





Fundamentals of Service Planning

- Trade-off in allocating limited resources
- Maximize ridership





Fundamentals of Service Planning

- Trade-off in allocating limited resources
- Maximize ridership
- Maintaining coverage

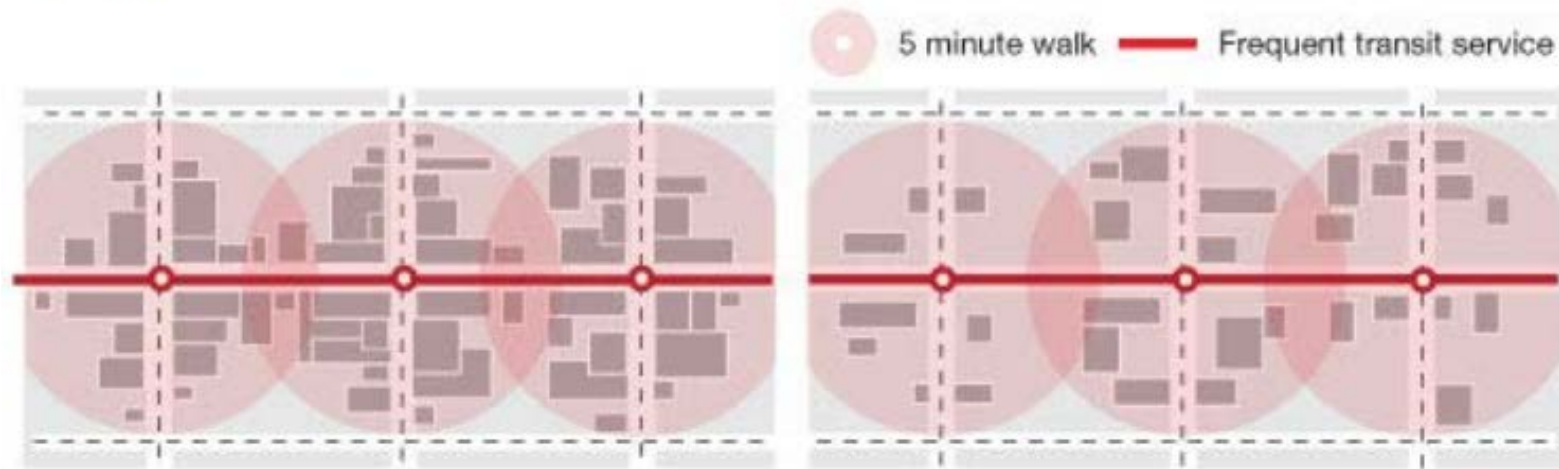




Transit Planning Basics

Encourage population and activity density

Density supports transit because there are more people and activities within walking distance of nodes. Additionally, people living in dense areas are more likely to use transit because better transit options can be provided in order to be more competitive with driving.



More Transit Supportive

Less Transit Supportive





Transit Planning Basics

Encourage population and activity density



More transit supportive



Less transit supportive





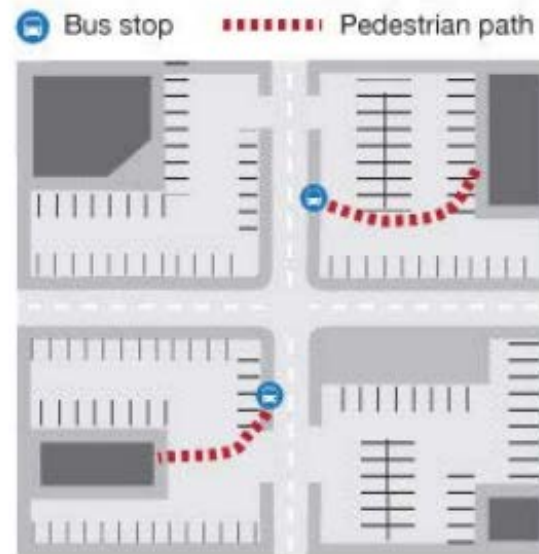
Transit Planning Basics

Design for a pedestrian-friendly environment

All transit users are pedestrians for at least some portion of the beginning and end of their trip. A pedestrian-friendly environment encourages transit use by providing a comfortable walking environment and minimizing the walking distance from the transit stop to front doors.



More Transit Supportive



Less Transit Supportive





Transit Planning Basics

Design for a pedestrian-friendly environment



More transit supportive



Less transit supportive

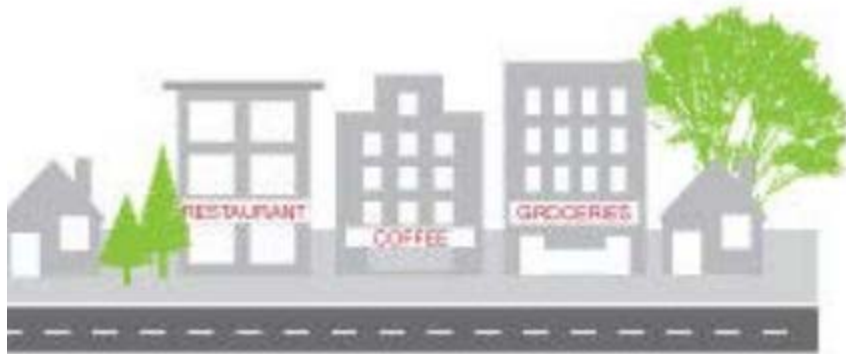




Transit Planning Basics

Encourage a mixed-use land use pattern

Transit is most effective when it serves a variety of trip purposes and destinations. Mixed-use development patterns encourage travel patterns with many origins and destinations throughout the day, making transit more effective and easy to provide for a variety of purposes.



More Transit Supportive



Less Transit Supportive





Transit Planning Basics

Encourage a mixed-use land use pattern



More transit supportive



Less transit supportive

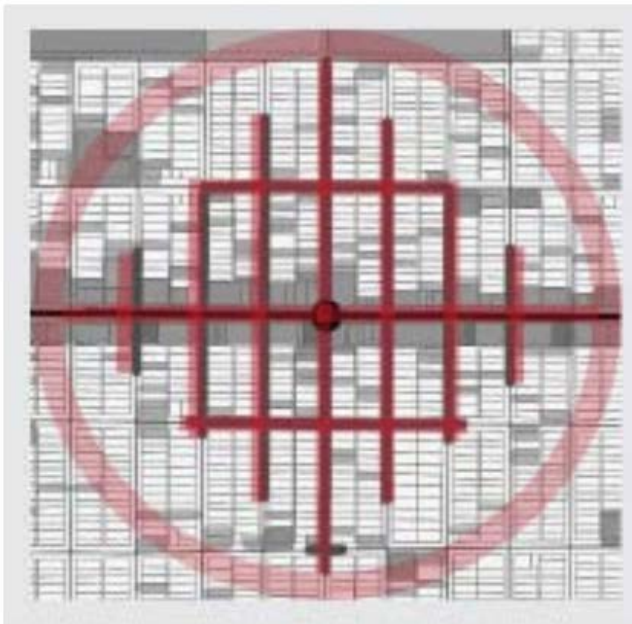




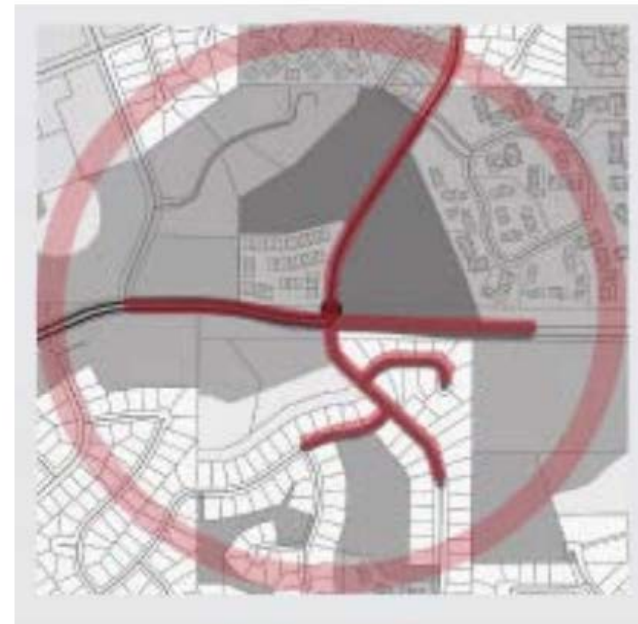
Transit Planning Basics

Develop an interconnected street network that maximizes pedestrian and bicycle access and allows for simple route design

An interconnected street network minimizes barriers and maximizes the area that is accessible within a short walk or bike to a transit stop, allowing each stop to serve more people. In addition, it supports the design of simple, direct routes that are efficient and easy to understand.



More Transit Supportive



Less Transit Supportive





Transit Planning Basics

Develop an interconnected street network



More transit supportive



Less transit supportive





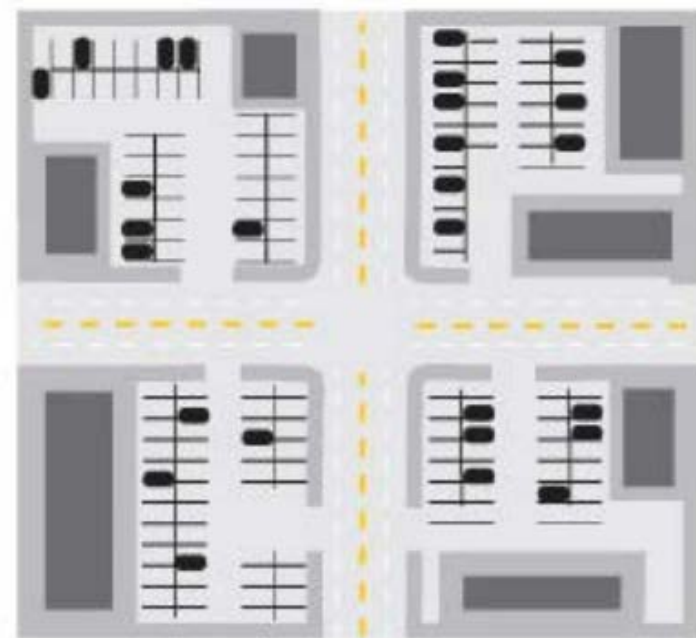
Transit Planning Basics

Support travel options that encourage or complement using transit

Transit is more effective in areas where the cost of driving and parking are comparable to the cost of using transit, and alternatives like car-sharing, bicycling, and walking are available and convenient.



More Transit Supportive



Less Transit Supportive





Transit Planning Basics

Support travel options that encourage or complement using transit



More transit supportive



Less transit supportive

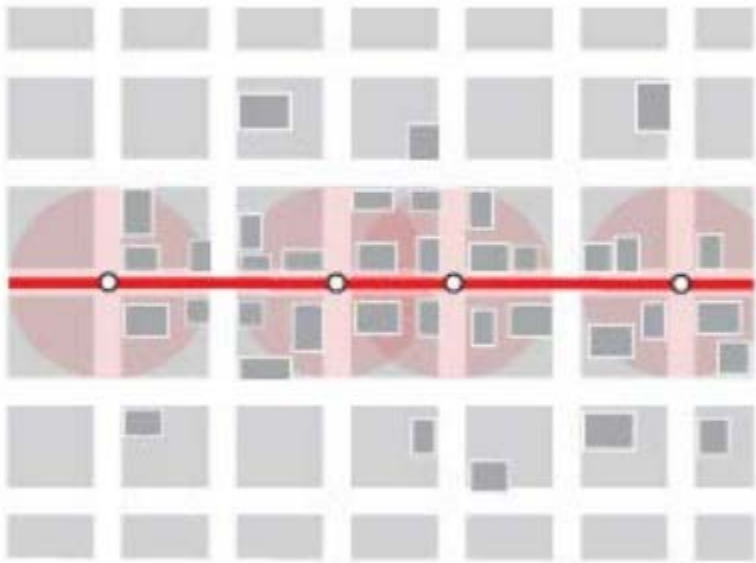




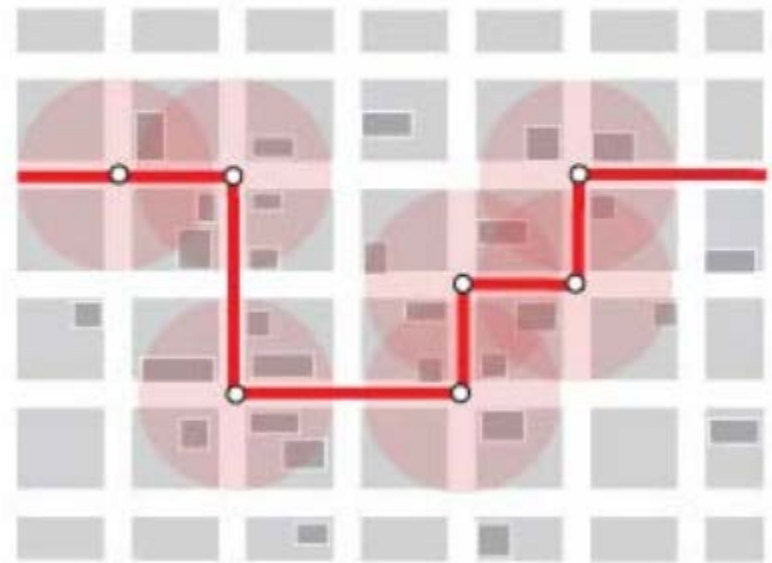
Transit Planning Basics

Plan for linear growth in nodes along corridors

A linear pattern of development along corridors is easier to serve with transit. Transit routes that are linear and consistent are most effective to provide and easier for customers to understand. This also requires coordination across community boundaries.



More Transit Supportive



Less Transit Supportive





Transit Planning Basics

Plan for linear growth in nodes along corridor



More transit supportive



Less transit supportive





Other Design Factors

- Park and rides create artificial density
- Reduce variables for better service (traffic, stops, signals, etc.)
- Frequency matters!
 - Reduces waiting
 - Facilitates connections
 - Backstop for problems of reliability
- Network effect





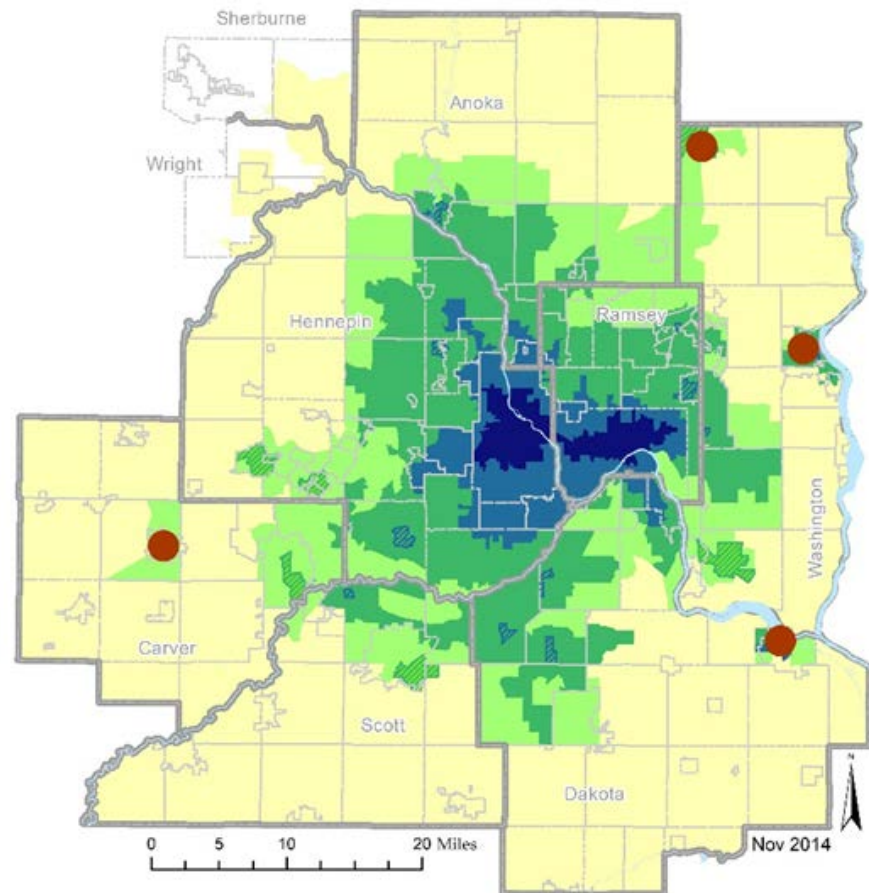
Summary

- Maximize public investment
 - Efficient, productive routes serve the most riders
 - Always looking for refinements
 - Seek new funding to improve service
- Flexible approach to service planning
 - Know market, goals
 - Transit is a public service, not a business





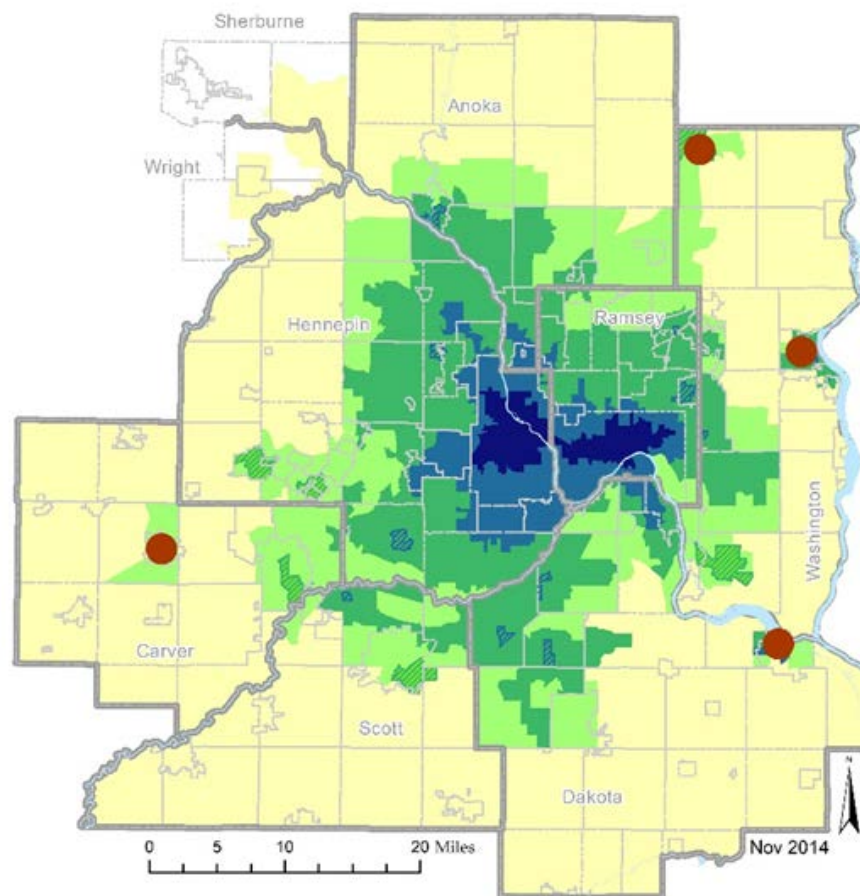
Transit Market Areas





Transit Market Areas

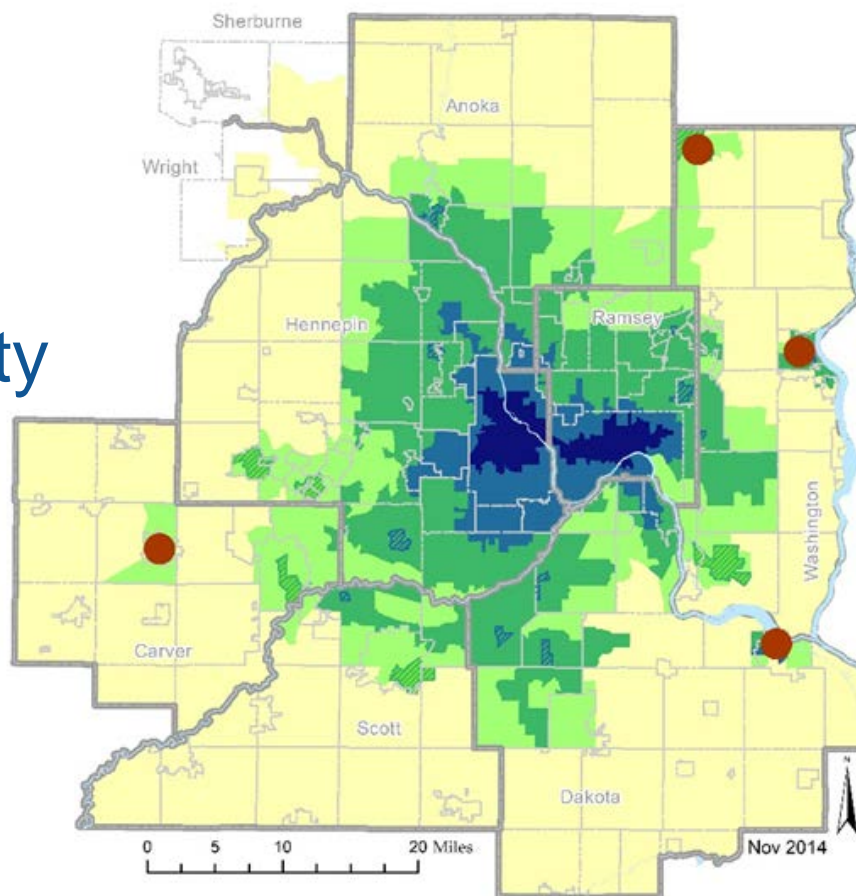
- Population density
- Employment density





Transit Market Areas

- Population density
- Employment density
- Intersection density
- Automobile availability





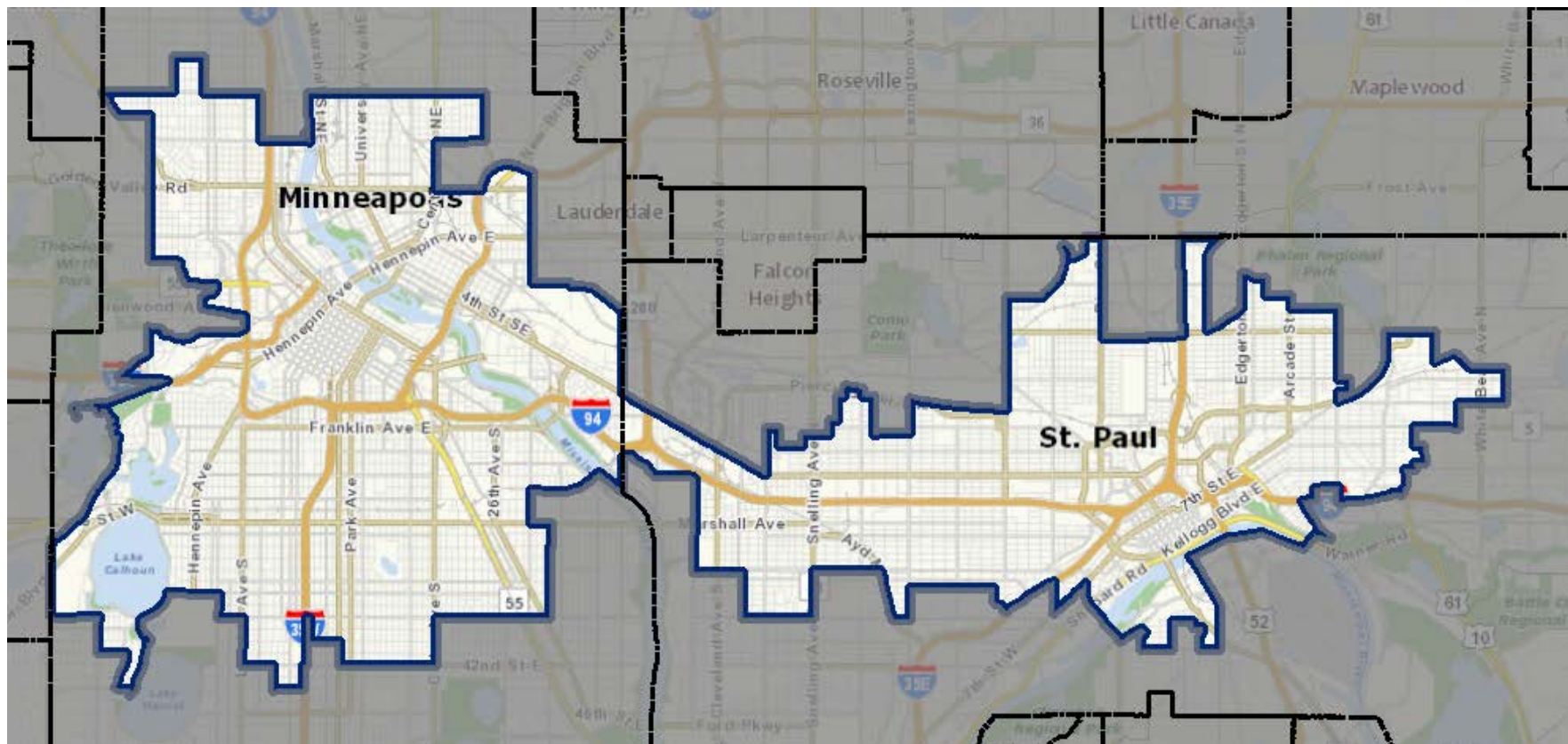
Transit Market Areas

Market Area	Typical Transit Service	Community Designations
I	Dense network of local routes with highest levels of service accommodating a wide variety of trip purposes .	Core of Minneapolis / St. Paul





Transit Market Areas



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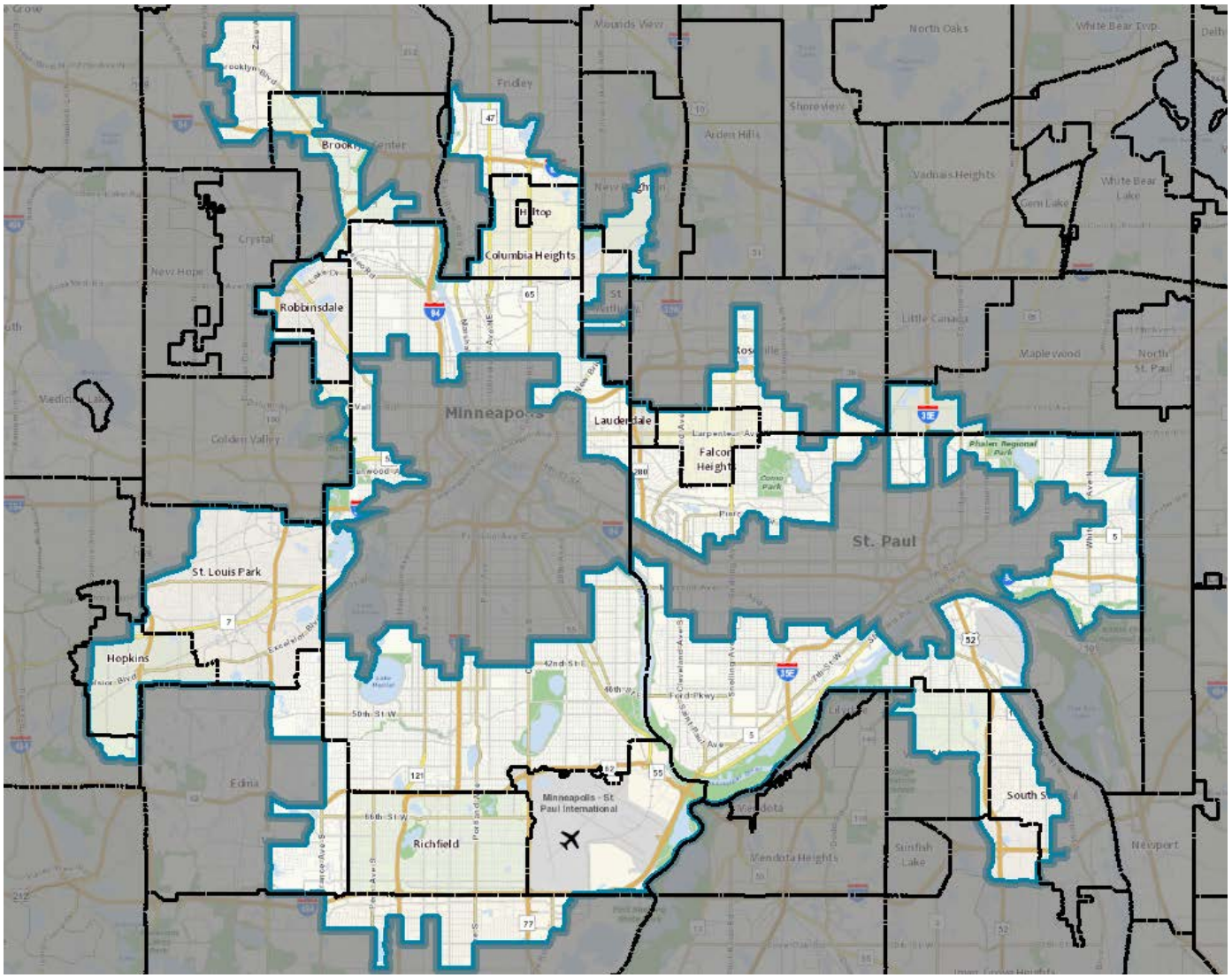




Transit Market Areas

Market Area	Typical Transit Service	Community Designations
II	Similar network structure to Market Area I with reduced level of service as demand warrants.	Urban Center Urban





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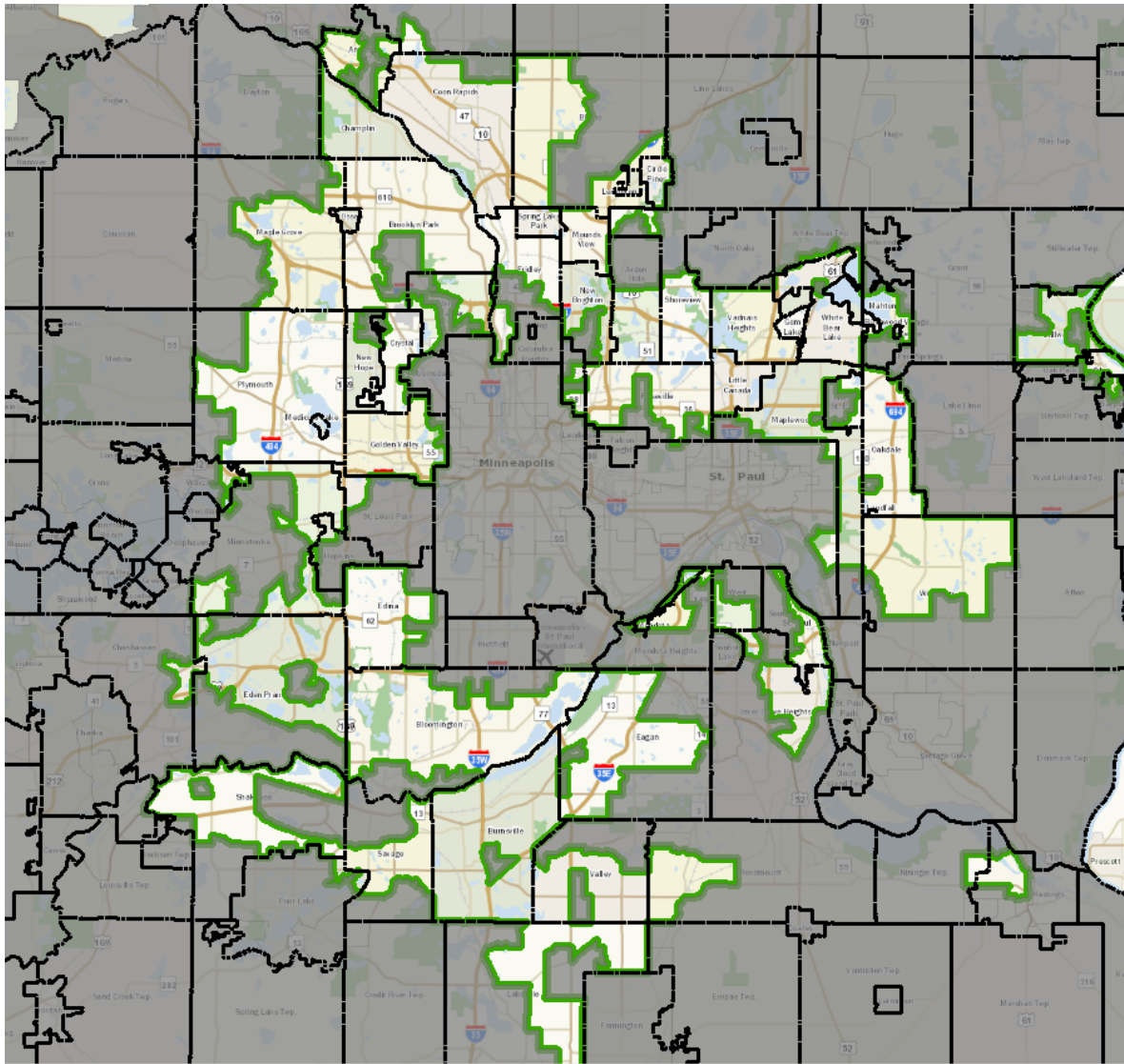




Transit Market Areas

Market Area	Typical Transit Service	Community Designations
III	Primary emphasis is on commuter express bus service. Suburban local routes providing basic coverage .	Urban Suburban Suburban Edge





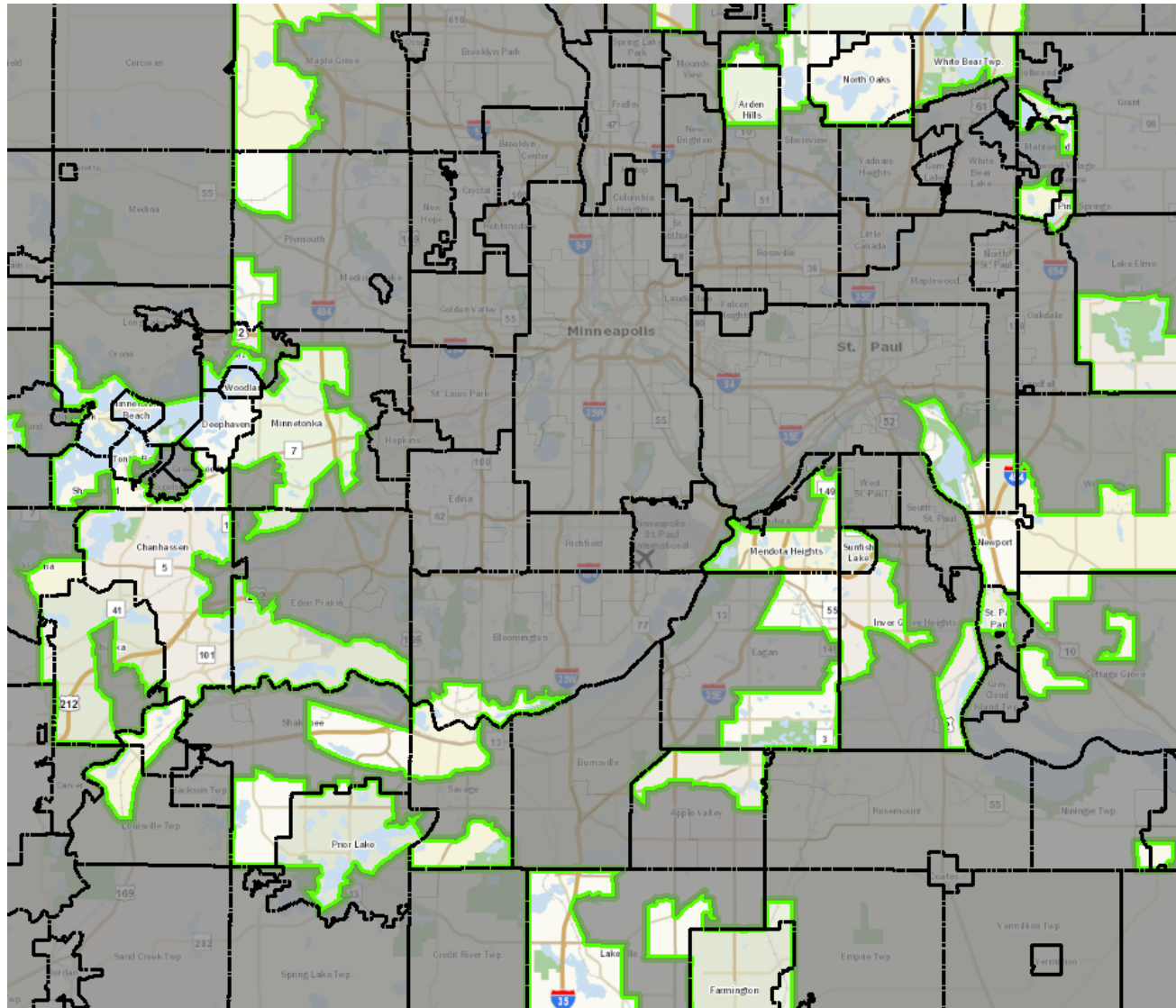
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Transit Market Areas

Market Area	Typical Transit Service	Community Designations
IV	Peak period express service is appropriate as local demand warrants.	Suburban Edge Emerging Suburban Edge





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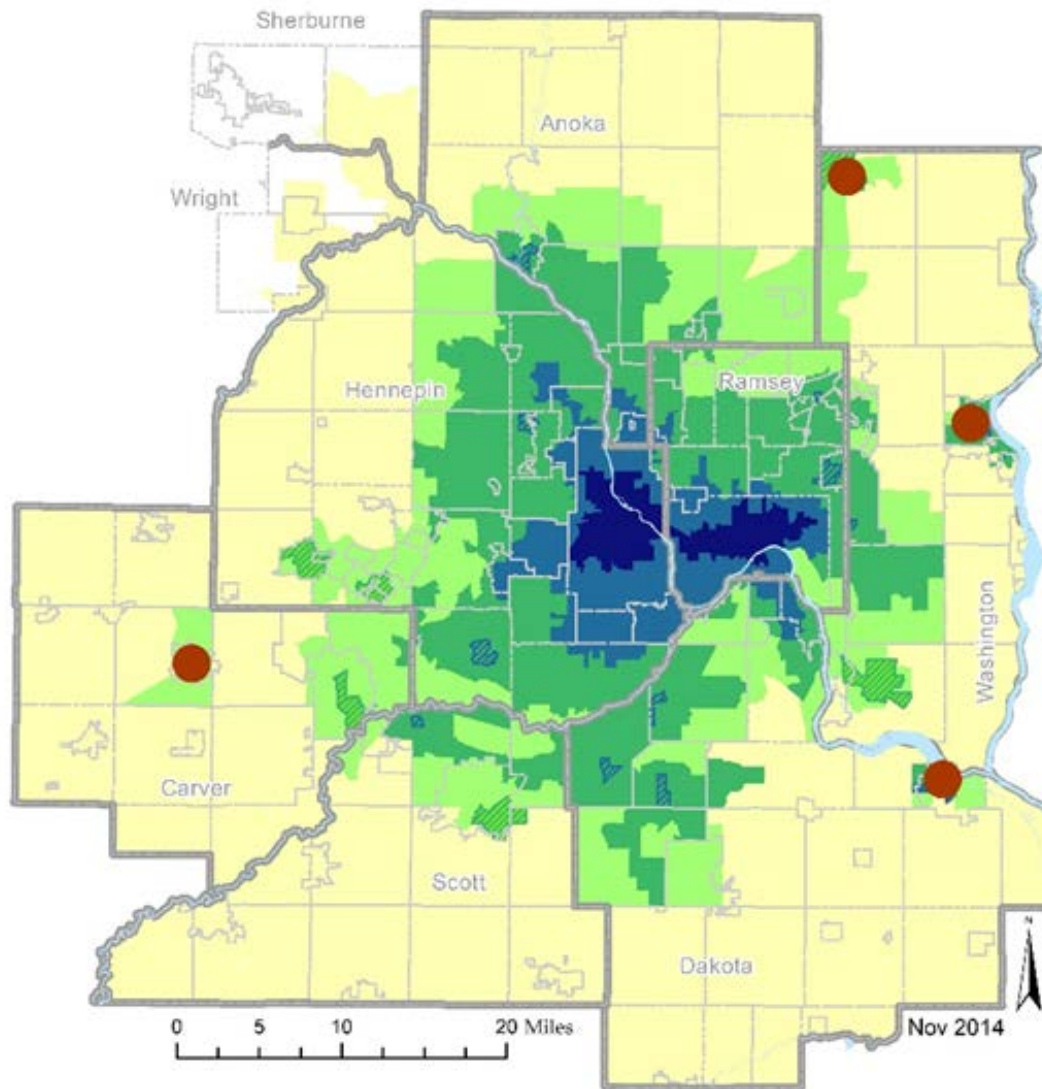




Transit Market Areas

Market Area	Typical Transit Service	Community Designations/ Communities
V	Dial-a-Ride only	Diversified Rural Rural Residential Rural Center Agricultural
Freestanding Town Center	Dial-a-Ride / limited potential for other service	Forest Lake Hastings Scandia Stillwater





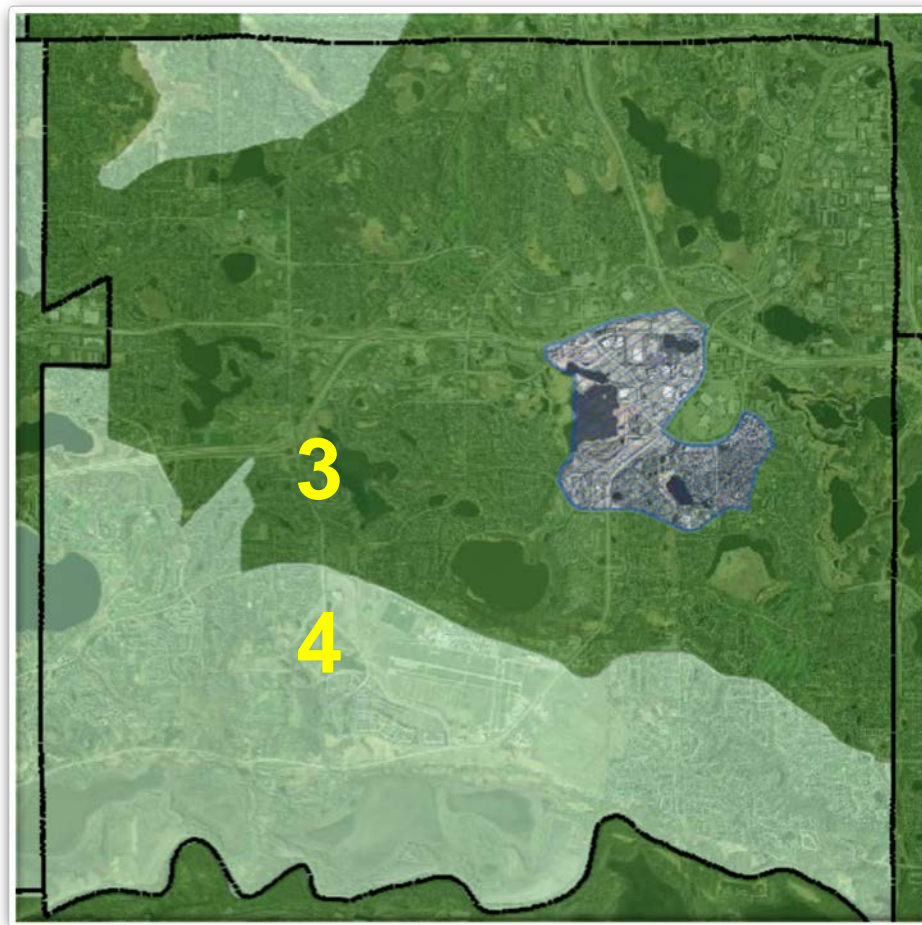
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Emerging Market Areas

- Stronger for transit than surrounding area
 - Historic development patterns
 - Recent intensification
- Focus on further development and connections





Emerging Market Areas

- Stronger for transit than surrounding area
 - Historic development patterns
 - Recent intensification
- Focus on further development and connections





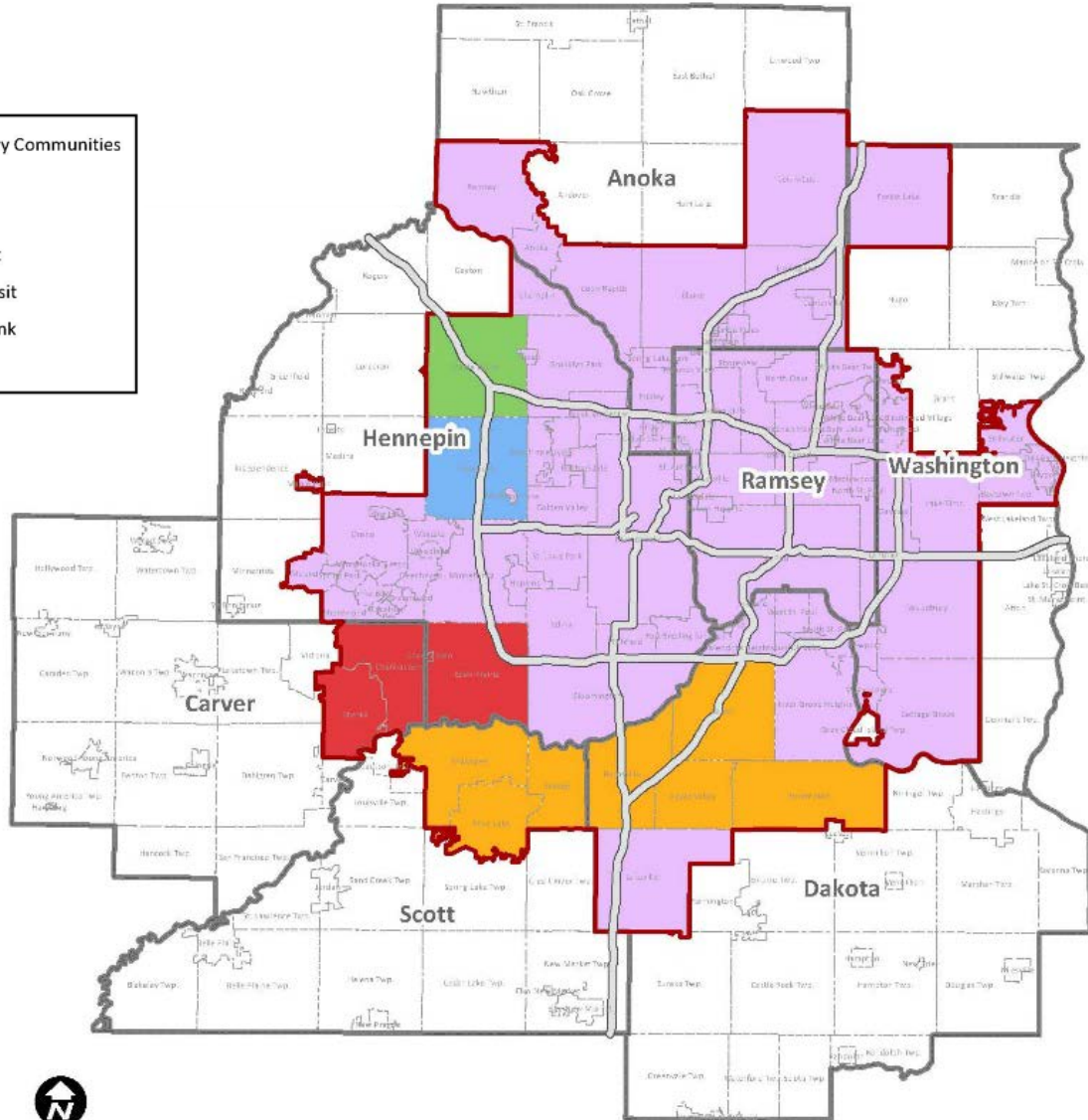
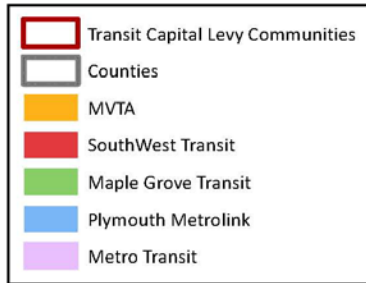
What is Metro Transit's Service Improvement Plan (SIP)?

- Bus service expansion plan
 - Builds on existing network
 - Identifies potential new routes, frequency and span improvements on existing routes
- Prioritized, specific list of how to grow and improve local and express bus service in both near and long-term
- Establish a framework of when and how to expand the bus network
- Implementation requires additional operating funds
- Informs the legislative program, regional SIP, and other transit funding opportunities





Regional Transit Providers





Metro Transit SIP Evaluation Criteria

- **Productivity** criteria demonstrate the ridership potential of service improvements using land use and density factors (50% weight)
- **Social equity** criteria evaluate how well improvements serve people most reliant on transit (25% weight)
- **System connectivity** criteria establish how well projects improve connections and service throughout the Metro Transit service area (25% weight)





Metro Transit SIP Scoring

- Three project priority categories
 - High – 75 percent of possible points or greater
 - Medium – 55 percent of possible points or greater
 - Low – less than 55 percent of possible points
- High and Medium projects prioritized for implementation
 - Represent resource requirements and ridership growth in SIP
 - Arterial BRT included in resources but not evaluated under SIP
- Implementation Phases
 - 2015-2017; 2018-2020; 2021-2030





Evaluation Results

50 High projects

- 9.7 Million new rides

87 Medium projects

- 8.8 Million new rides

11 Arterial BRT projects

- 10.2 Million new rides

• 48 Low projects

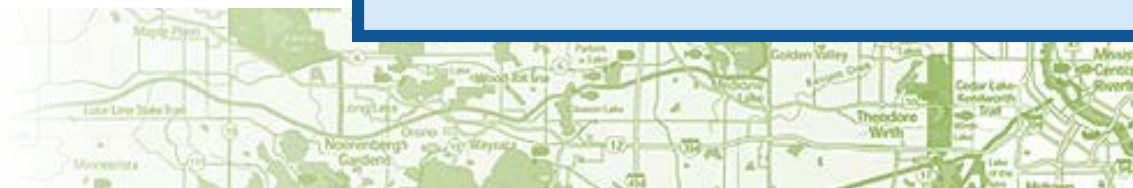
- 2.7 Million new rides



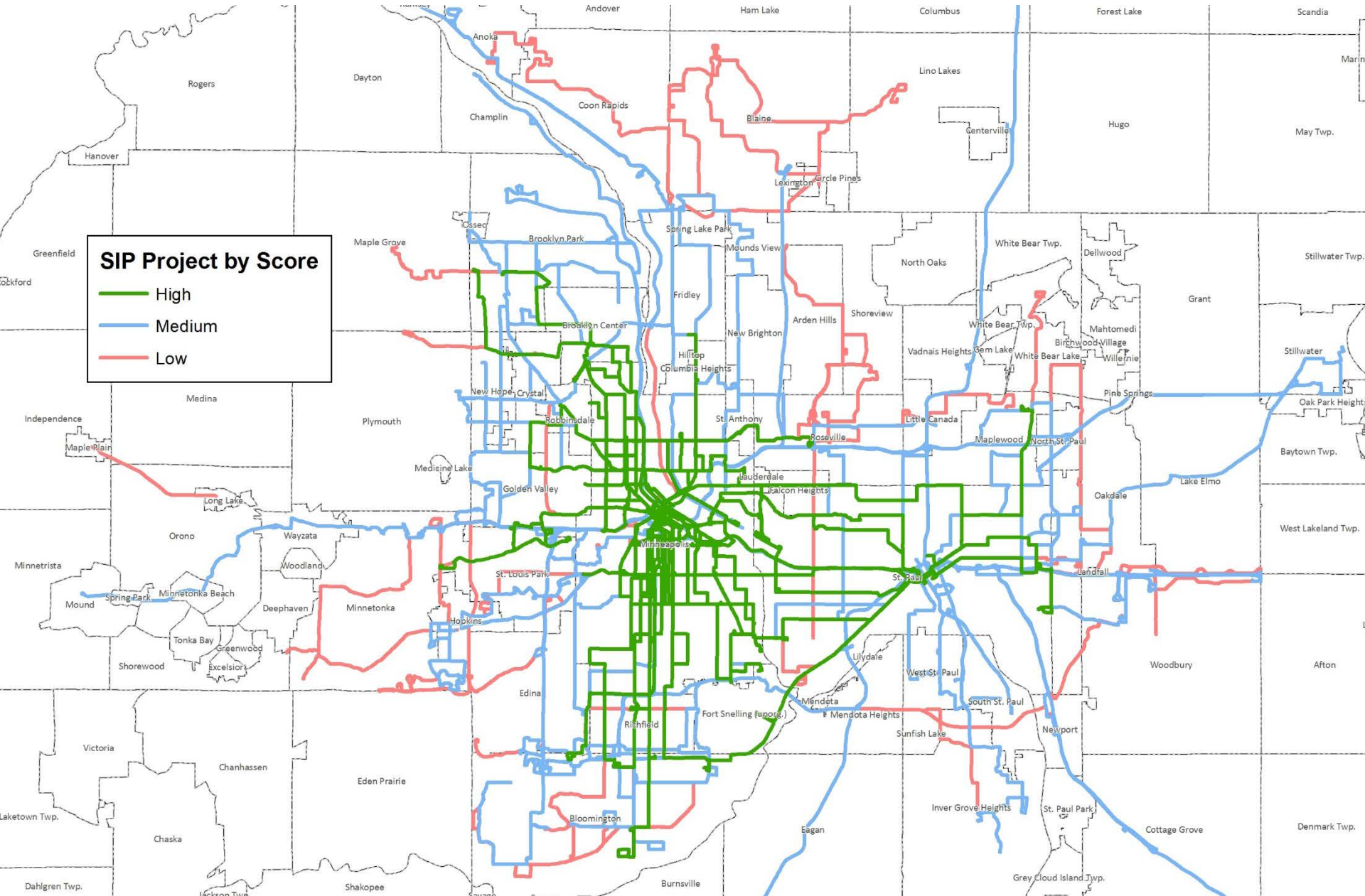
Recommended for
Implementation

148 projects on 94 routes

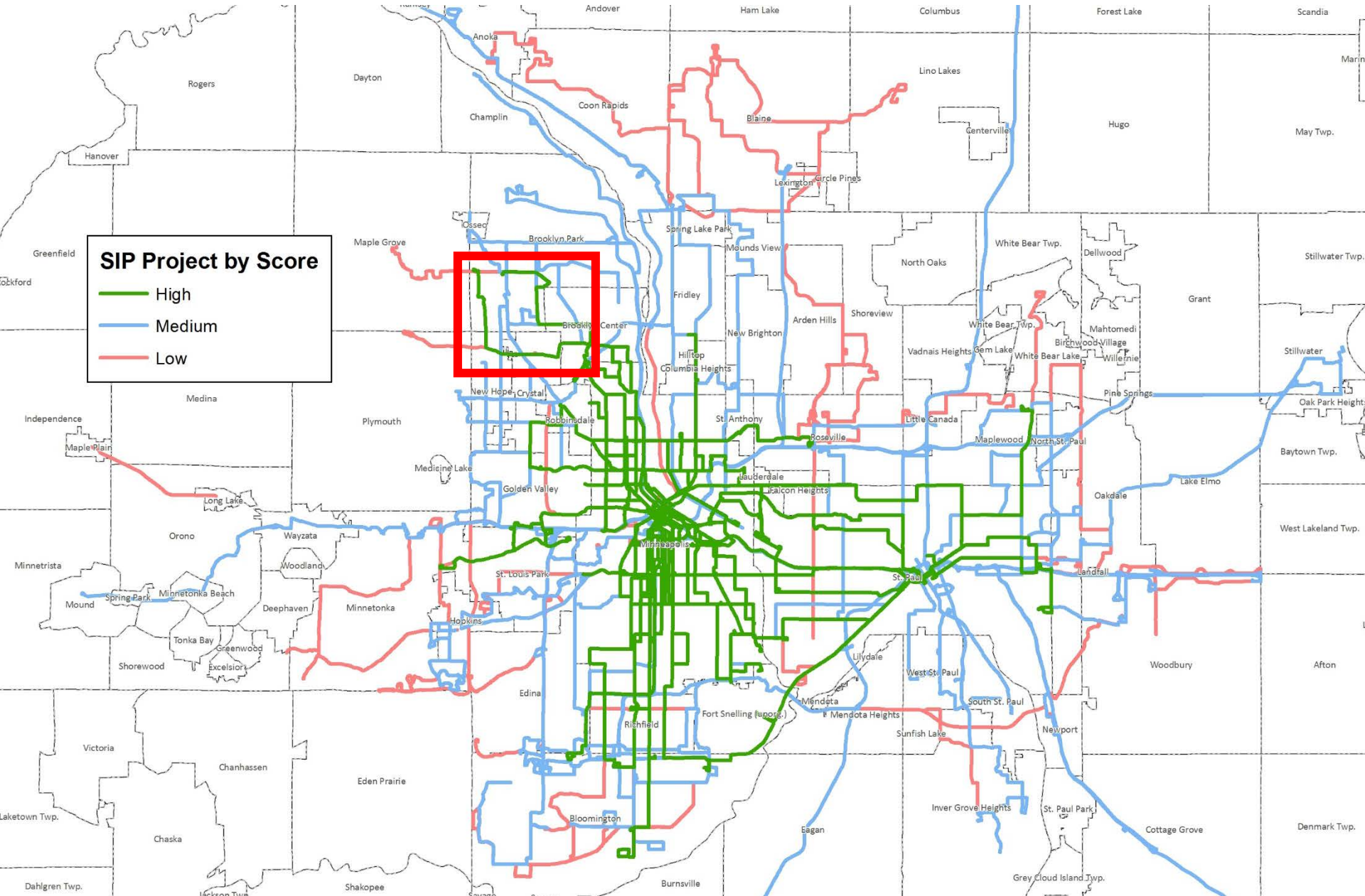
- 58 expand coverage/ improve connectivity
- 71 improve frequency on existing service
- 52 expand span of service
- 7 add reverse commute service



Metro Transit SIP Project by Score



Metro Transit SIP Project by Score

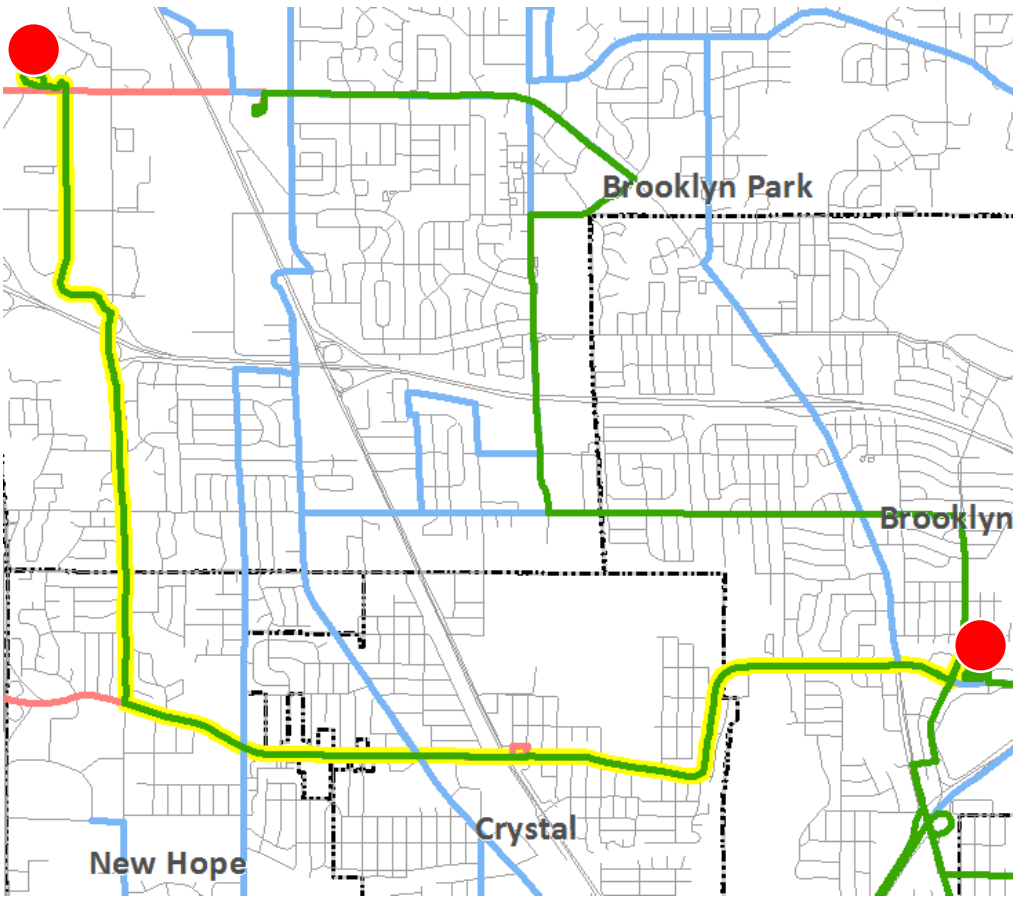


SIP Project by Score

- High
- Medium
- Low



Sample Service Improvement



Route 721

- Increase weekend frequency to every 30 minutes
- Project scored well in subsidy, productivity, access to low wage jobs, access for people of color, and connections to key destinations and educational institutions
- Implemented December 2015





Service Expansion Considerations

Ensure existing service works

- Correct running time, trip times, bus type
- Maintain connections
- Long-term detours, routing changes

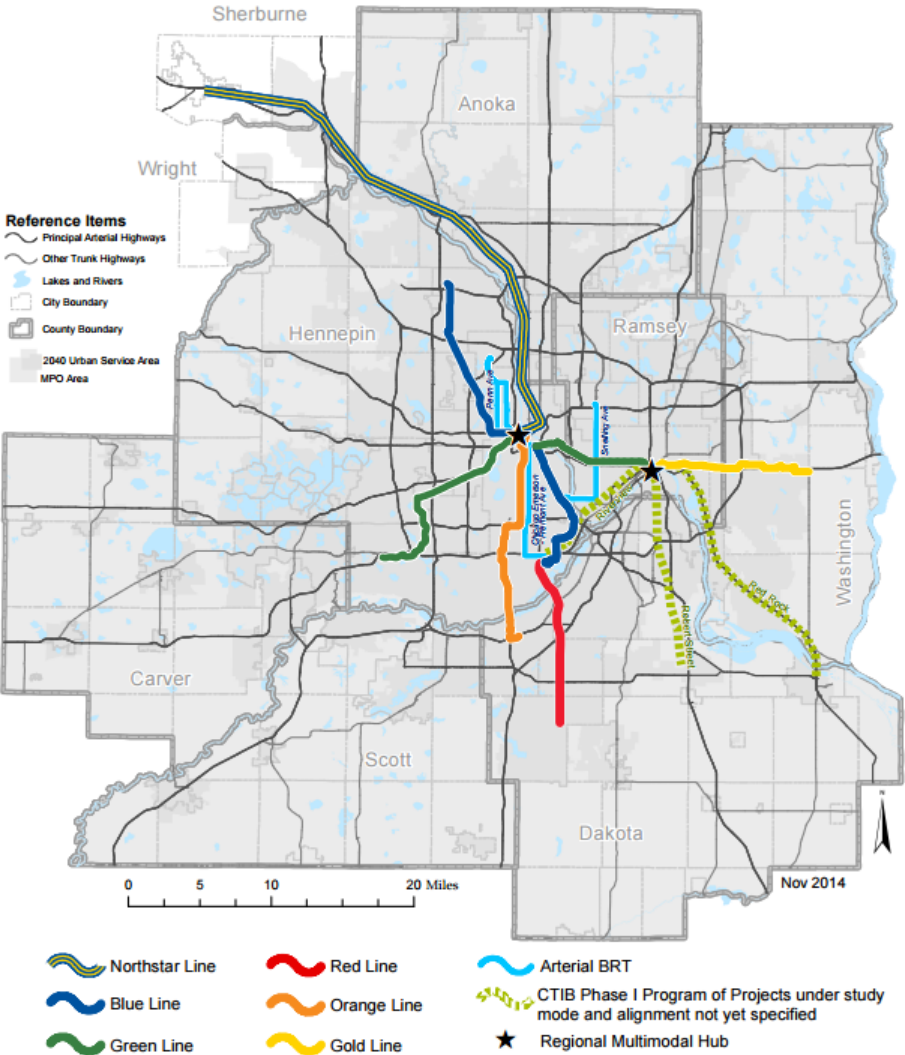
Incremental expansion of service

- Add service where it's warranted
- Careful consideration for entirely new service



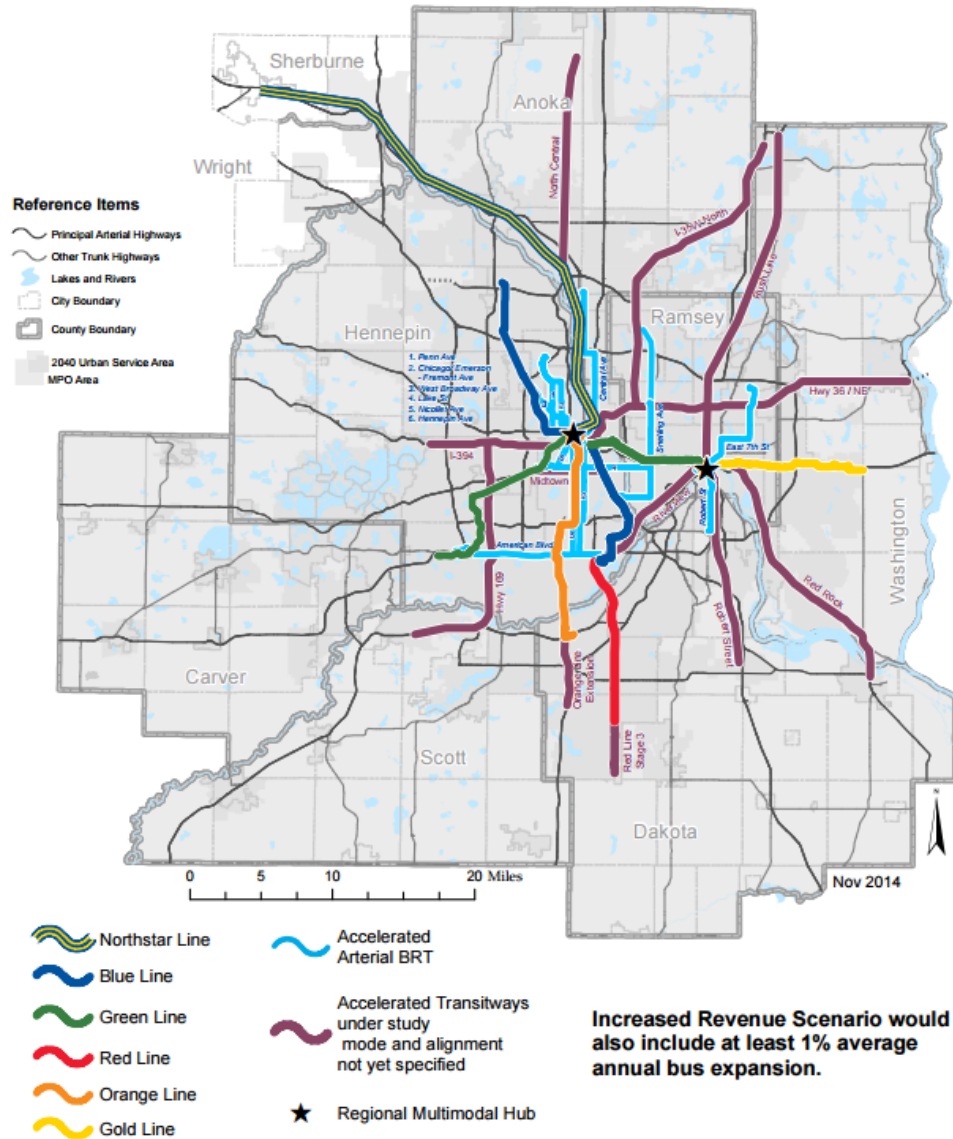


Current Revenue Scenario





Increased Revenue Scenario





Comprehensive Planning

- General requirements for transit
- How to get more out of your plan
- Requirements for transitways and high frequency routes
- New policy requirements and timing






Comp Plan Requirements

LOCAL PLANNING HANDBOOK

- PLANNING OVERVIEW ▲
- PLAN ELEMENTS ▼
 - Land Use
 - Transportation
 - Water Resources
 - Parks & Trails
 - Housing
 - Resilience
 - Economic Competitiveness
 - Implementation
- COMMUNITY PAGES ▲
- REVIEW PROCESS ▲
- LOCAL PLANNING HIGHLIGHTS ▲
- RESOURCES ▲
- CONTACT US ▲

TRANSPORTATION

The **2040 Transportation Policy Plan** (2040 TPP) outlines the plans for regional facilities including principal arterial highways, metropolitan transit services and facilities, and the region's aviation facilities that communities should reflect in updating your local comprehensive plan. It includes chapters on the characteristics of the existing transportation system; goals, objectives and strategies; transportation finance and the plans and policy direction for each mode. The appendices also provide important resources.



The **2040 Transportation Policy Plan** describes two funding scenarios for the highway and transit improvements to the metropolitan transportation system.

- Current Revenue Scenario:** This is the adopted metropolitan transportation system plan which includes affordable improvements. Local comprehensive plans will be reviewed for conformance with this "fiscally constrained" plan.
- Increased Revenue Scenario:** This scenario includes regional projects that could be implemented if additional revenues are made available for transportation. While the local comprehensive plans can include these improvements, they must be described as unfunded and the uncertainty of their implementation clearly distinguished from the rest of the plan.

Transportation Plan

- ▶ TRANSPORTATION ANALYSIS ZONES
- ▶ ROADWAYS
- ▼ TRANSIT

A strong system of public transit is an essential part of a prosperous, livable, sustainable, and equitable region. Transitway investments are being made in corridors where there is likely to be significant ridership, as well as the potential for future concentrations of growth. Other types of transit services complement that investment, including local bus service. To ensure a cost-effective regional transit system, it is a policy of the 2040 Transportation Policy Plan (2040 TPP) that communities guide growth at higher densities near stations for light rail, bus rapid transit, commuter rail, and high-frequency bus corridors.

Minimum Requirements:






Comp Plan Requirements

LOCAL PLANNING HANDBOOK

- PLANNING OVERVIEW ▲
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Minimum Requirements:





Comp Plan Requirements

Map and describe transit services





Comp Plan Requirements

Map and describe transit services

Discussion of Transit Market Area





Comp Plan Requirements

Map and describe transit services

Discussion of Transit Market Area

Corridor and station area planning





Comp Plan Requirements

Map and describe transit services

Discussion of Transit Market Area

Corridor and station area planning

Transit station area density and activity level policies





Comp Plan Requirements

Map and describe transit services

Discussion of Transit Market Area

Corridor and station area planning

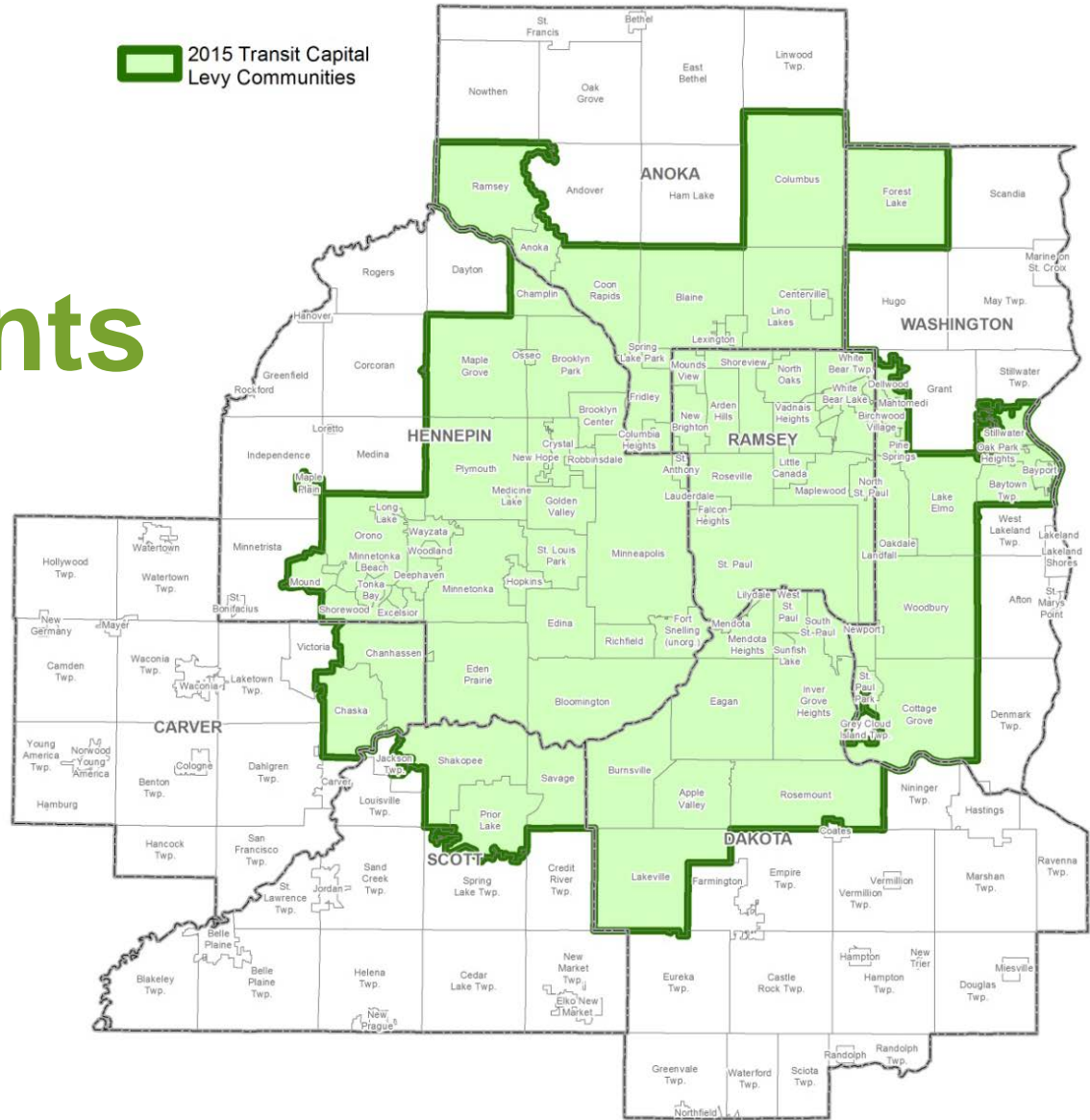
Transit station area density and activity level policies

Access by bicycling and walking



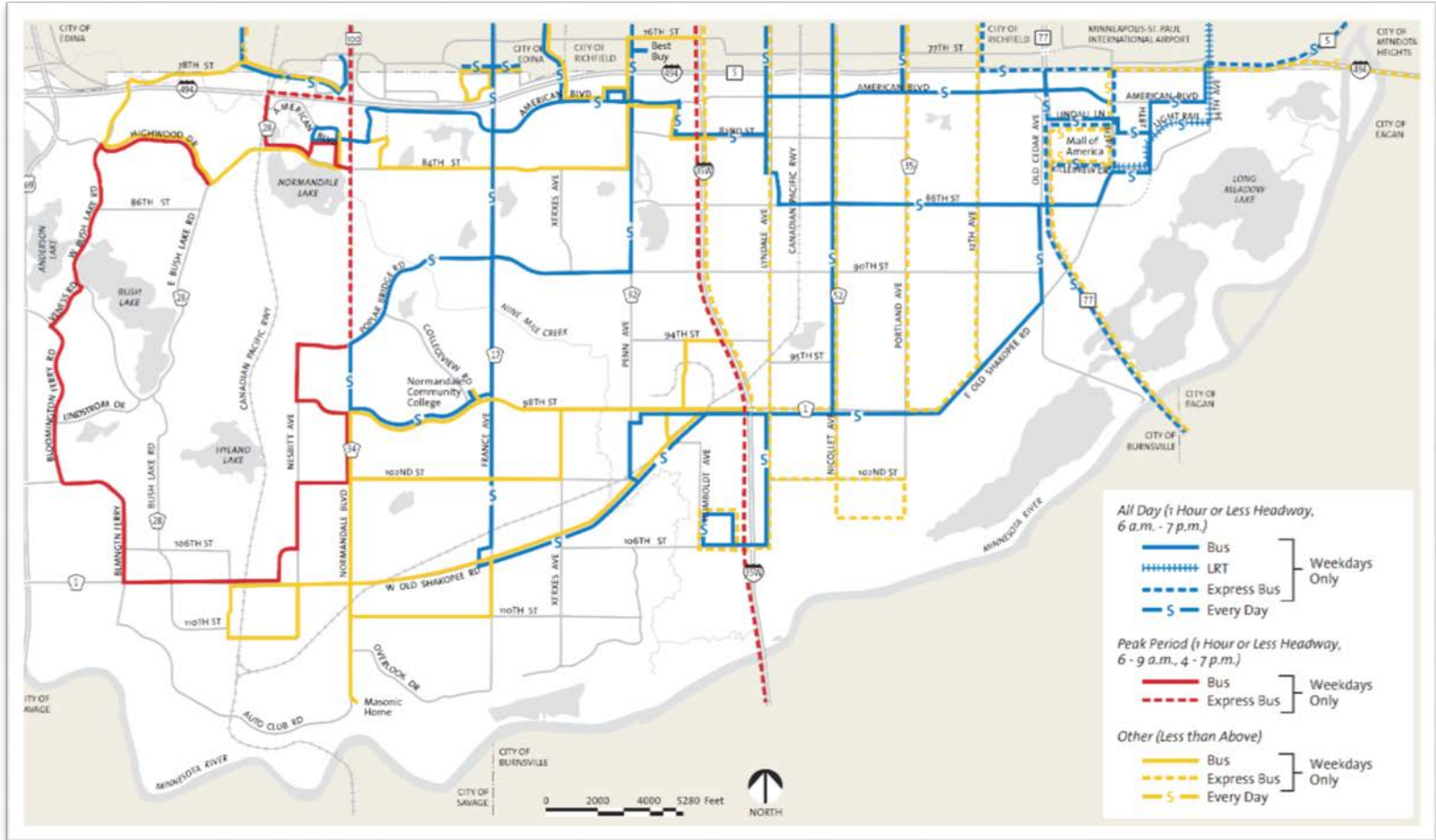
Comp Plan Requirements

2015 Transit Capital Levy Communities



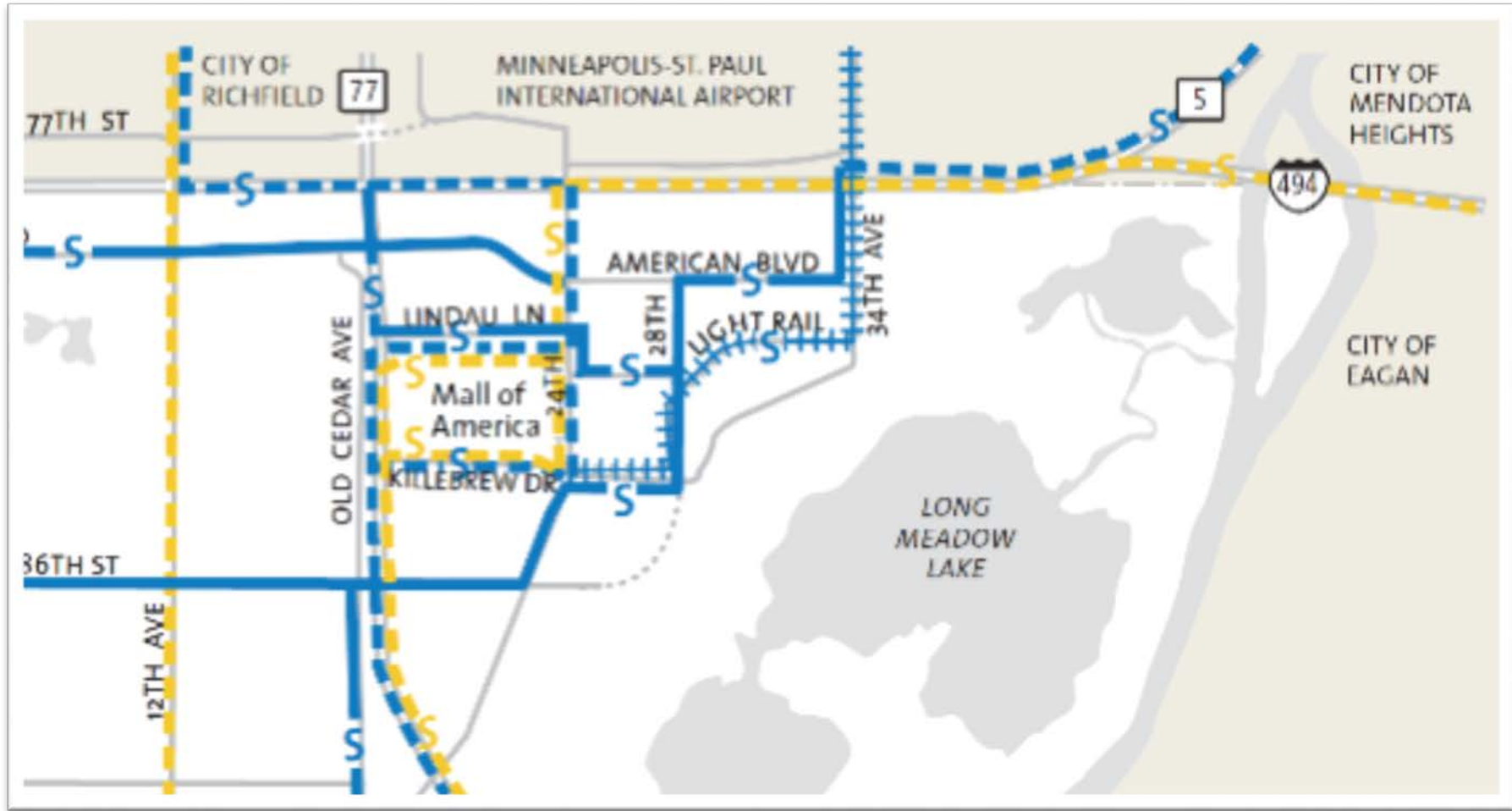


Transit System Mapping





Transit System Mapping

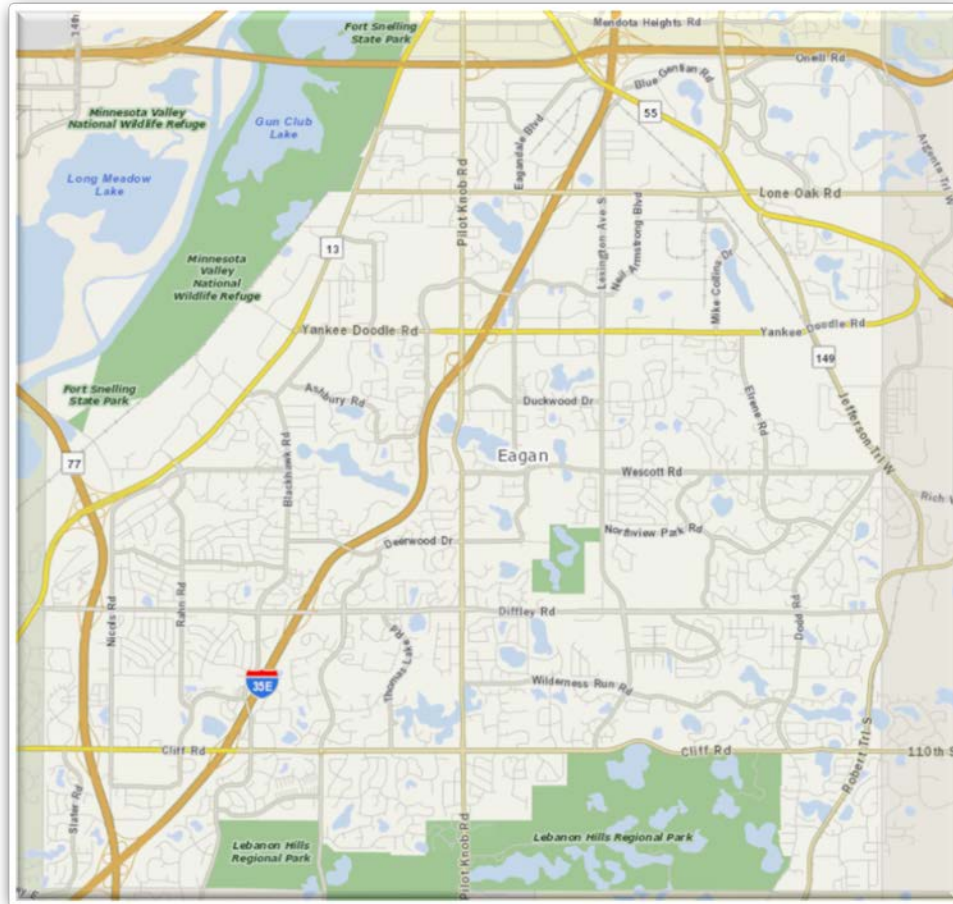


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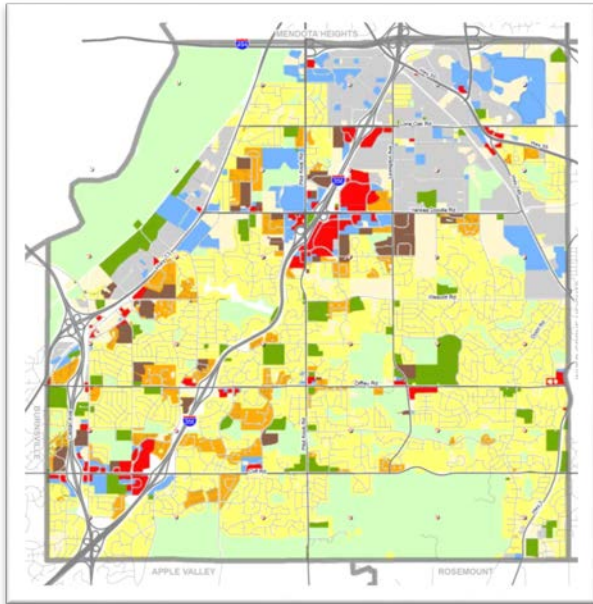


Transit Market Areas





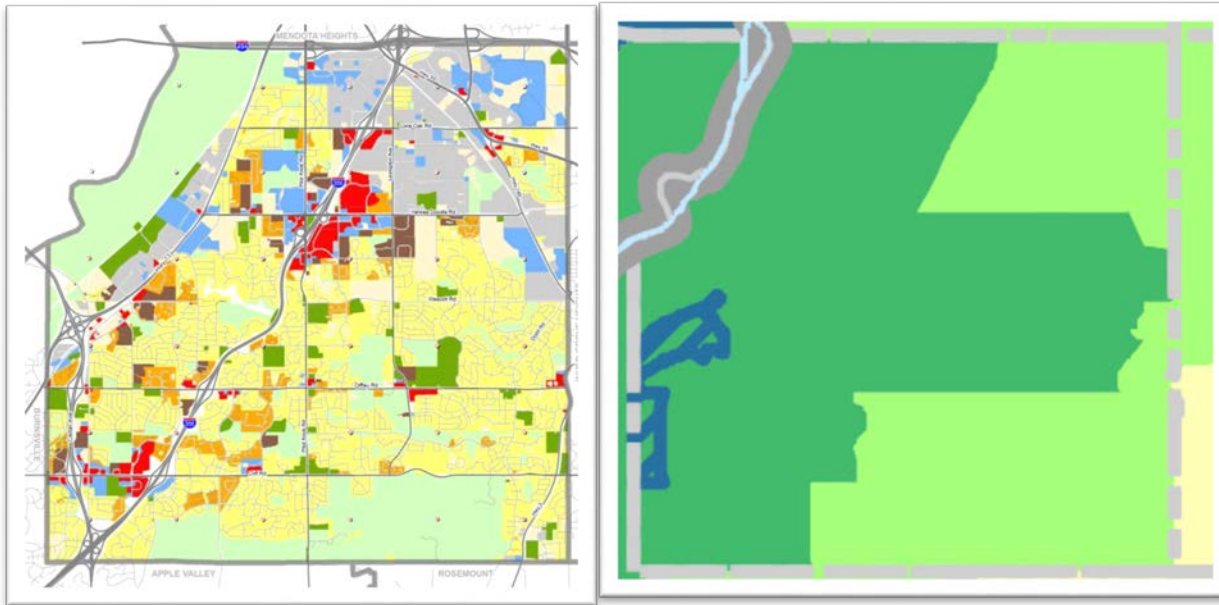
Transit Market Areas



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Transit Market Areas

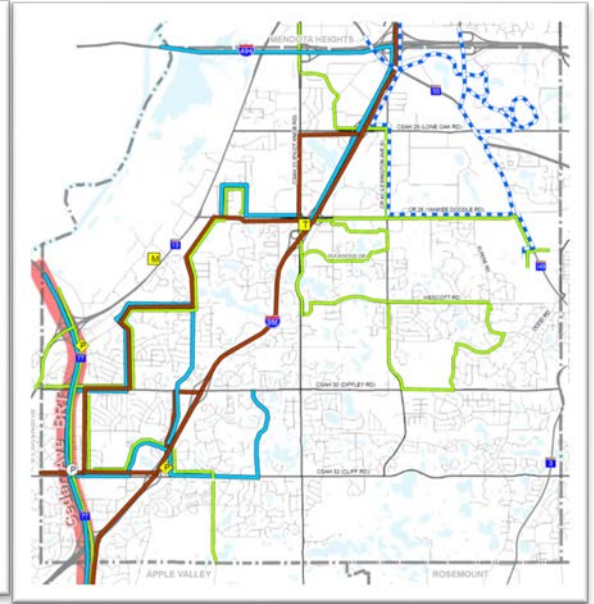
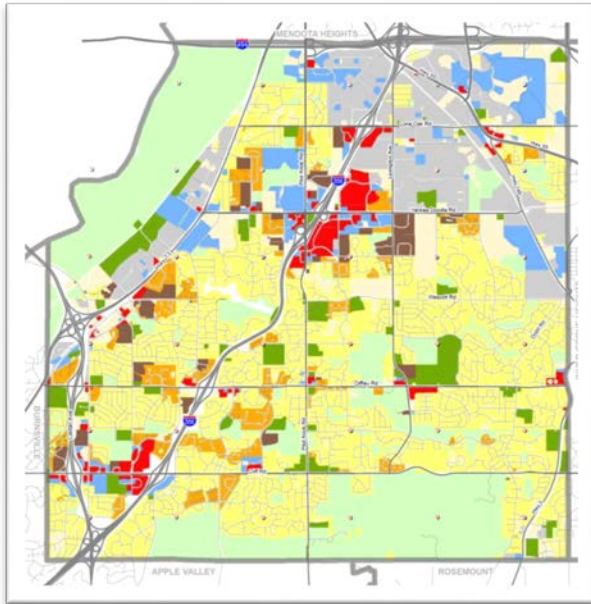


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Transit Market Areas

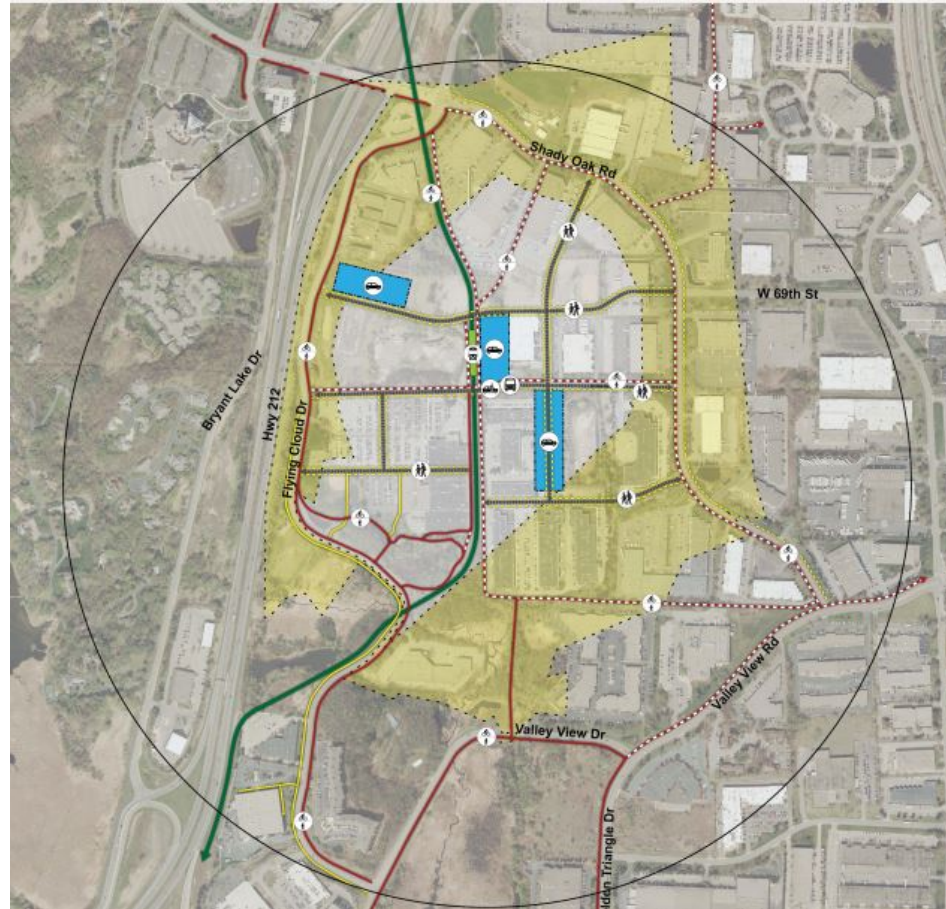


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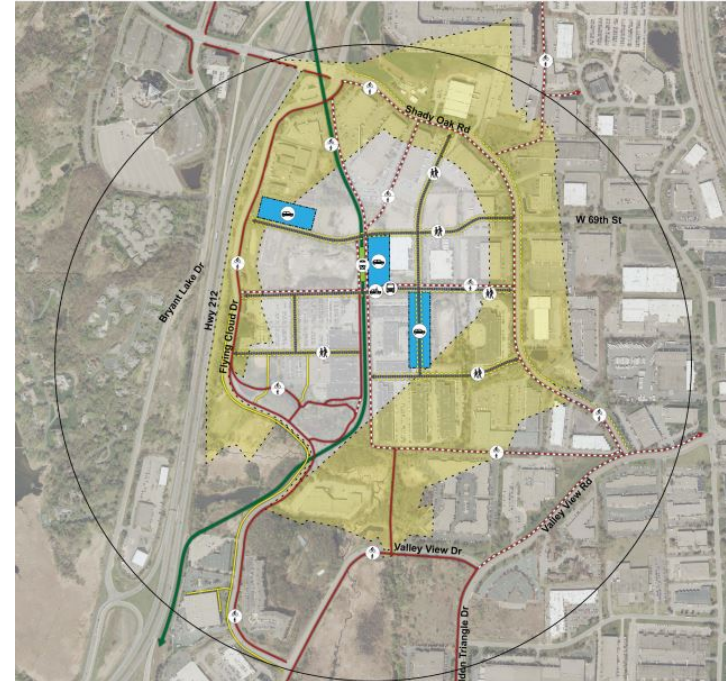
Getting More Out of Your Plan





Getting More Out of Your Plan

- Improve conditions related to Transit Market Area





Getting More Out of Your Plan

- Improve conditions related to Transit Market Area
- Creating a more walking- and bicycling-friendly community





Getting More Out of Your Plan

- Improve conditions related to Transit Market Area
- Creating a more walking- and bicycling-friendly community
- Partnering with other communities





Getting More Out of Your Plan

- Improving mobility and reducing cost of living low- and moderate-income households

Minnehaha Creek Restoration Project





Getting More Out of Your Plan

- Improving mobility and reducing cost of living low- and moderate-income households
- Economic competitiveness

Minnehaha Creek Restoration Project





Getting More Out of Your Plan

- Improving mobility and reducing cost of living low- and moderate-income households
- Economic competitiveness
- Resilience and sustainability

Minnehaha Creek Restoration Project





TRANSITWAY STATION GUIDANCE

LOCAL PLANNING
HANDBOOK

TRANSITWAY STATION STATUS: DEFINITIONS AND EXPECTATIONS GUIDANCE FOR LOCAL COMPREHENSIVE PLANNING

The purpose of this matrix is to outline expectations for communities around station-area planning during different phases of developing a regional transitway. Because the process often takes many years, the nature of local planning and support moves from general planning to specific implementation efforts, and the expectations of the Council and the Federal Transit Administration follow a similar path. Corridor planning and local land use planning provide guidance for early design and engineering. Over time, aspects of the transitway become more certain, including the alignment, the number and location of stations, the certainty of funding commitments, the scheduling of construction, and the opening of transitway service. As the transitway and its station locations become more certain, communities must adopt local plans, policies, and programs that support these important regional investments. The 2040 Transportation Policy Plan identifies requirements and guidance on station-area planning and policies. This matrix attempts to clarify the timing of those expectations for local governments. The Metropolitan Council is also developing resources, such as the Transit-oriented Development Guide, to provide more-specific guidance to local government about how to best plan for and implement land use that supports transitway investments.

Milestone Statuses				
	Corridor Alternatives and Initial Planning <i>Planning, analysis of modes and alignments, before or including early environmental work</i>	Project Development <i>Early design, environmental work in progress or complete</i>	Engineering <i>Final design, construction bid packages</i>	Construction and Operation
Milestone Status for the Corridor	<ul style="list-style-type: none"> • Recommendation of locally preferred mode and alignment, including preliminary station locations • Adoption of locally preferred alternative in Transportation Policy Plan 	<ul style="list-style-type: none"> • Completion of environmental review and progression of design and engineering from 1% to 30% completion • Submit first New Starts application for entry into engineering (if applicable) 	<ul style="list-style-type: none"> • Completion of final design • Submit final New Starts or Small Starts application for funding (if applicable) 	<ul style="list-style-type: none"> • Completion of construction and begin operation of transitway service
Milestone Status for the Stations on the Corridor	<ul style="list-style-type: none"> • Corridor mode and alignment (LPA) recommendation included in Transportation Policy Plan • General station locations proposed through LPA adoption 	<ul style="list-style-type: none"> • Preliminary designs of station locations by lead agency working with communities • Communities asked for municipal approval for station locations to advance into final design 	<ul style="list-style-type: none"> • Station locations and designs finalized for construction • Agreements for local financial participation in transitway finalized (e.g. local enrichments) 	<ul style="list-style-type: none"> • Stations constructed and transitway service operational • Future infill stations, extensions, or reconfiguration of stations would need to be considered through separate projects

Continue to next page →



TRANSITWAY STATION GUIDANCE

LOCAL PLANNING HANDBOOK

Milestone Statuses

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Council Expectations for Communities at Milestone – Station-Area Planning

<ul style="list-style-type: none"> • Undertake station-area plan with policies supportive of transit that address requirements in the TPP and other funding criteria (e.g. New Starts) • Incorporate small area plan into comprehensive plan and submit amendment to Council for review • Request forecast changes and adjust forecast allocations in conjunction with comp plan amendment • Begin implementing elements of station-area plan, such as updating zoning ordinances, adopting overlay districts, and updating Capital Improvement Plans • Identify potential FTA Joint Development opportunities 	<ul style="list-style-type: none"> • Complete zoning studies and adopt zoning and other regulatory changes supportive of station-area plan implementation • Schedule improvements in local Capital Improvement Plan; coordinate opening-day, station-supportive capital improvements with transitway construction, including Locally Requested Capital Investments (LRCIs) • If undertaking FTA Joint Development project, finalize agreement with partner jurisdictions and developers on participation 	<ul style="list-style-type: none"> • Local opening-day, station-supportive improvements completed, including LRCIs • Ongoing implementation of the adopted zoning and regulatory changes • Completion of Joint Development projects
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Council Expectations for Communities at Milestone – Station-Area Planning



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Council Expectations for Communities at Milestone – Station-Area Planning

<ul style="list-style-type: none"> • Undertake station area plan with policies supportive of transit that address requirements in the TPP and other funding criteria (e.g. New Starts) • Incorporate small area plan into comprehensive plan and submit amendment to Council for review • Request forecast changes and adjust forecast allocations in conjunction with comp plan amendment • Begin implementing elements of station-area plan, such as updating zoning ordinances, adopting overlay districts, and updating Capital Improvement Plans • Identify potential FTA Joint Development opportunities 	<ul style="list-style-type: none"> • Complete zoning studies and adopt zoning and other regulatory changes supportive of station-area plan implementation • Schedule improvements in local Capital Improvement Plan; coordinate opening-day, station-supportive capital improvements with transitway construction, including Locally Requested Capital Investments (LRCIs) • If undertaking FTA Joint Development project, finalize agreement with partner jurisdictions and developers on participation 	<ul style="list-style-type: none"> • Local opening-day, station-supportive improvements completed, including LRCIs • Ongoing implementation of the adopted zoning and regulatory changes • Completion of Joint Development projects
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Council Expectations for Communities at Milestone – Station-Area Planning

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Growth Near Transit

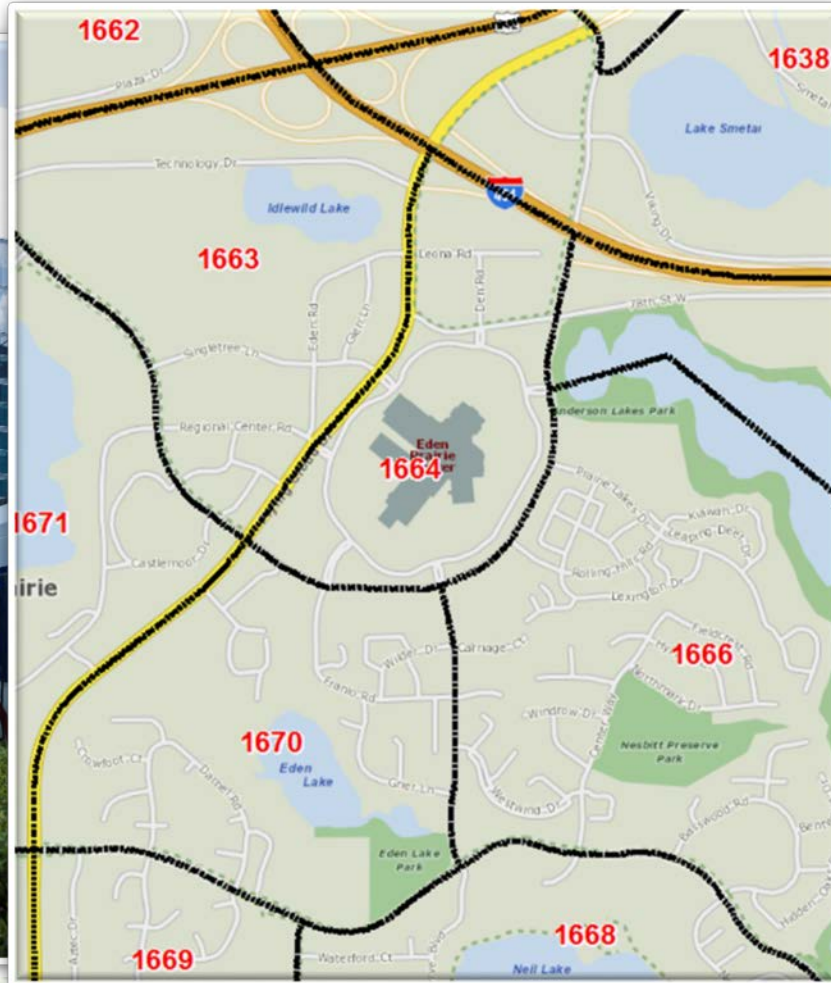


PlanIt





Growth Near Transit





Residential Density

- Applicable Transit Types
 - Light Rail Transit (LRT)
 - Commuter Rail
 - Highway Bus Rapid Transit (BRT)
 - Arterial BRT
 - High Frequency Bus Routes
- Does Not Apply
 - Local bus routes
 - Express bus routes





Residential Density

- Existing transitways and high frequency routes





Residential Density

- Existing transitways and high frequency routes
- Transitways under construction





Residential Density

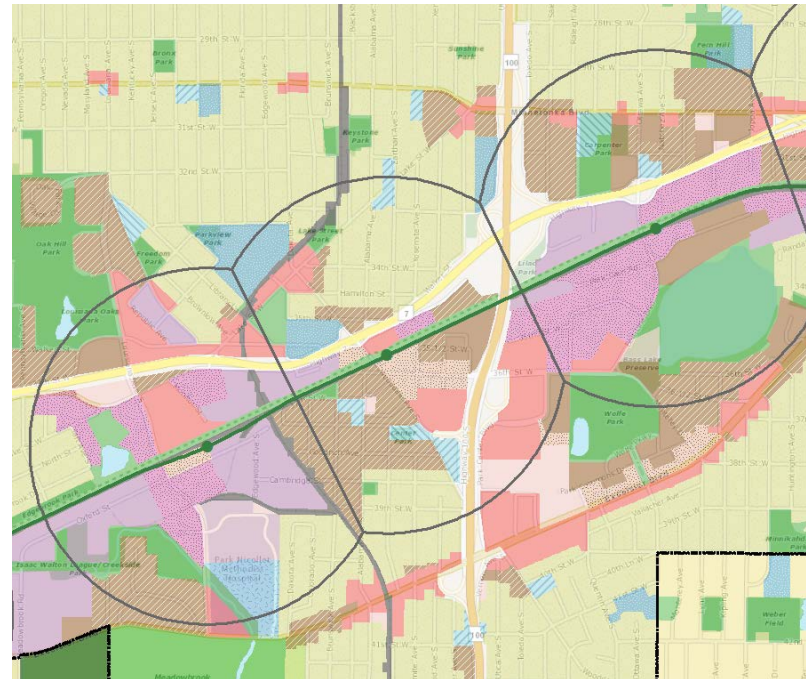
- Existing transitways and high frequency routes
- Transitways under construction
- Current Revenue Scenario
 - Alignment certainty
 - Station certainty
 - Funding certainty





Residential Density

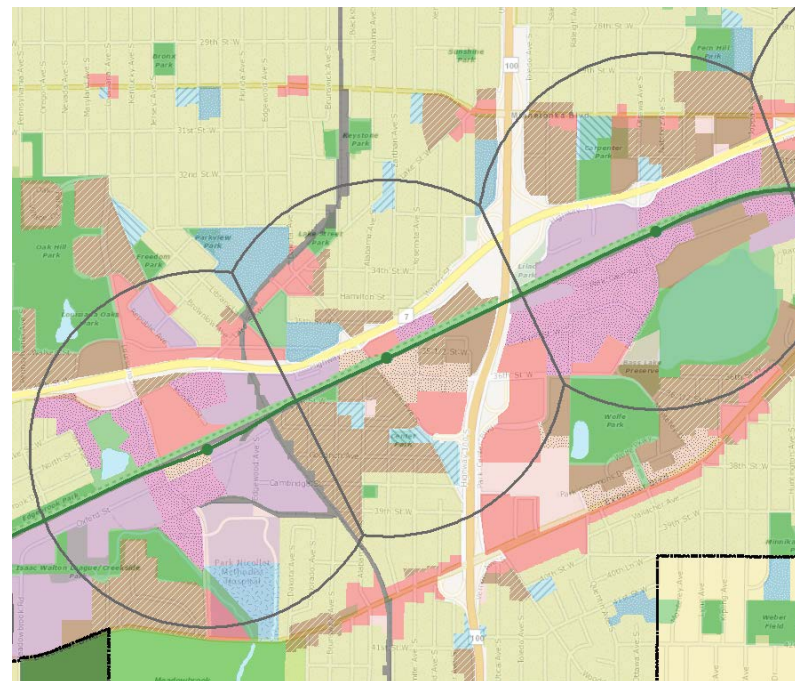
- ½ mile or 10-minute walk
 - Fixed-Guideway Transit
 - Highway BRT





Residential Density

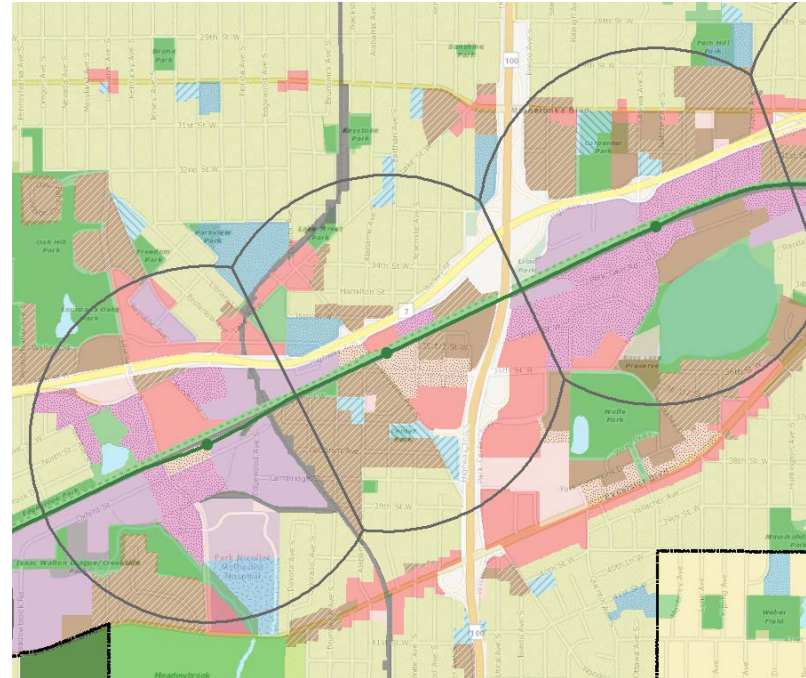
- ½ mile or 10-minute walk
 - Fixed-Guideway Transit
 - Highway BRT
- ¼ mile or 5-minute walk
 - Arterial BRT
 - High Frequency Bus Route





Residential Density

- ½ mile or 10-minute walk
 - Fixed-Guideway Transit
 - Highway BRT
- ¼ mile or 5-minute walk
 - Arterial BRT
 - High Frequency Bus Route
- Only areas identified for new development or redevelopment









Residential Density

- Where It Doesn't Apply
 - Established areas not guided for change
 - Areas guided for non-residential uses

Legend:

-  Areas of Change or New Development
-  Open Space
-  Areas Not Identified to Change
-  Transit Station





Residential Density (du/acre)

	Suburban Edge	Suburban	Urban	Urban Center
<i>Community Wide</i>	3-5	5	10	20
<i>LRT / Commuter Rail</i>	15	20	25	50
<i>Highway BRT</i>	8	10	12	25
<i>Arterial BRT</i>	15			
<i>High Frequency Bus</i>	10			





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Residential Density (du/acre)

	Suburban Edge	Suburban	Urban	Urban Center
<i>Community Wide</i>	3-5	5	10	20
<i>LRT / Commuter Rail</i>	15 40-75+	20 40-75+	25 50-100+	50 75-150+
<i>Highway BRT</i>	8 20-40+	10 20-40+	12 25-50+	25 40-75+
<i>Arterial BRT</i>	15 20-60+			
<i>High Frequency Bus</i>	10 15-60+			





Activity Levels for Station Areas

- Stations as focal points of activity
- Encourage a mix of uses
- Meet multiple needs of transit riders
- Maximize return on transitway investment
- Guideline of 7,000 residents, employees, or students
- Informed by market demand or readiness for redevelopment





COMMUNITIES

PARKS

TRANSPORTATION

WASTEWATER & WATER

HOUSING

PLANNING

TRANSIT ORIENTED DEVELOPMENT GUIDE

ROLES & SUPPORT

Metropolitan Council

Counties

Cities

MARKETS-EQUITY-IMPLEMENTATION

Markets

Equity

Implementation

PLANNING FUNDAMENTALS

Density-Diversity-Design

Connections

Parking & Travel Demand Management

Land Use Regulations

RESOURCES

TRANSIT ORIENTED DEVELOPMENT GUIDE

Investing in transit and supporting transit oriented development (TOD) are priorities for the region. These efforts support the five outcomes of Thrive MSP 2040: Stewardship, Prosperity, Equity, Livability, and Sustainability.

The Metropolitan Council's **TOD Policy** states that the Metropolitan Council will play a leadership role in planning and implementing TOD. We will continue to support local communities to ensure that growth supports a reliable and cost-effective transit system, help cities leverage private investment, and advance regional equity.

Purpose of TOD Guide

For local planners, elected officials, planning commissioners, and others interested in planning, this TOD Guide is intended to:

- Explain the **roles and responsibilities** of each level of government in planning and implementing TOD.
- Address the **importance of market demand** and the **needs of people** most dependent on transit.
- Emphasize **implementation**.
- Share **case studies and best practices** that demonstrate how cities overcame challenges and achieved successful outcomes.
- Help local planners **build and share knowledge** of TOD planning and implementation.
- Reflect **topics of interest to local planners** working on TOD planning and implementation.

Suggestions on Resources

We want this resource to be current and constantly improving. Can you suggest resources that you think would help others? Do you have ideas about how this guide could be more helpful? Contact us at TODGuide@metc.state.mn.us

Sign up for email updates when new information and resources become available in the TOD Guide.



Minneapolis, University of Minnesota, East Bank. The METRO Green Line spurred and supported investment along University Avenue and at the University of Minnesota.



St. Paul, Snelling Avenue. A new station for the A Line Rapid Bus resulted from coordination between the City of St. Paul, Metro Transit, and the developer of the Vintage on Selby, the Excelsior Group.





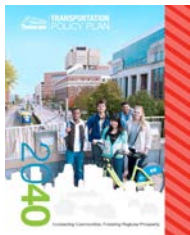
Resources



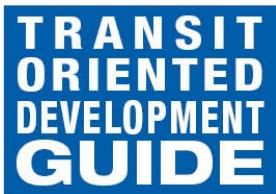
<http://metro council.org/Handbook.aspx>



<http://www.metro council.org/Handbook/PlanIt.aspx>



[http://www.metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\).aspx](http://www.metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1).aspx)



<http://metro council.org/Communities/Planning/TOD.aspx>



<https://gisdata.mn.gov/>





Questions?

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Michael Mechtenberg, Senior Planner

Michael.Mechtenberg@metrotransit.org



Upcoming Events

Local Planning, the Regional Bicycle Transportation Network & Regional Trails

Presented by Steve Elmer and Jan Youngquist

Thursday, October 13, 2016

Housing Requirements Discussion

Presented by Lisa Barajas

Thursday, October 27, 2016