



PlanIt

Webinar Series for
Comprehensive Plan Updates
Transportation Overview

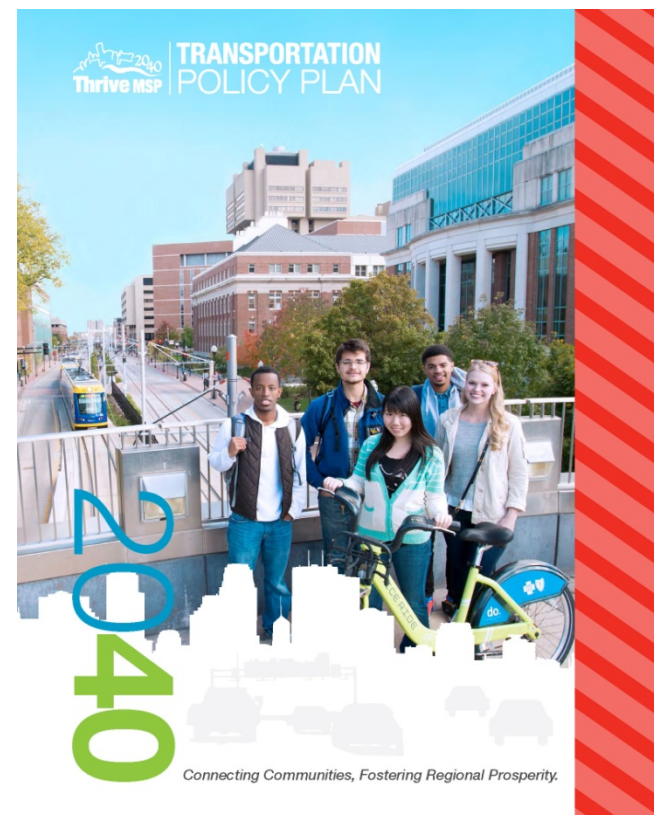
Presented by Michael Larson and Mark Filipi
August 18, 2016





2040 Transportation Policy Plan

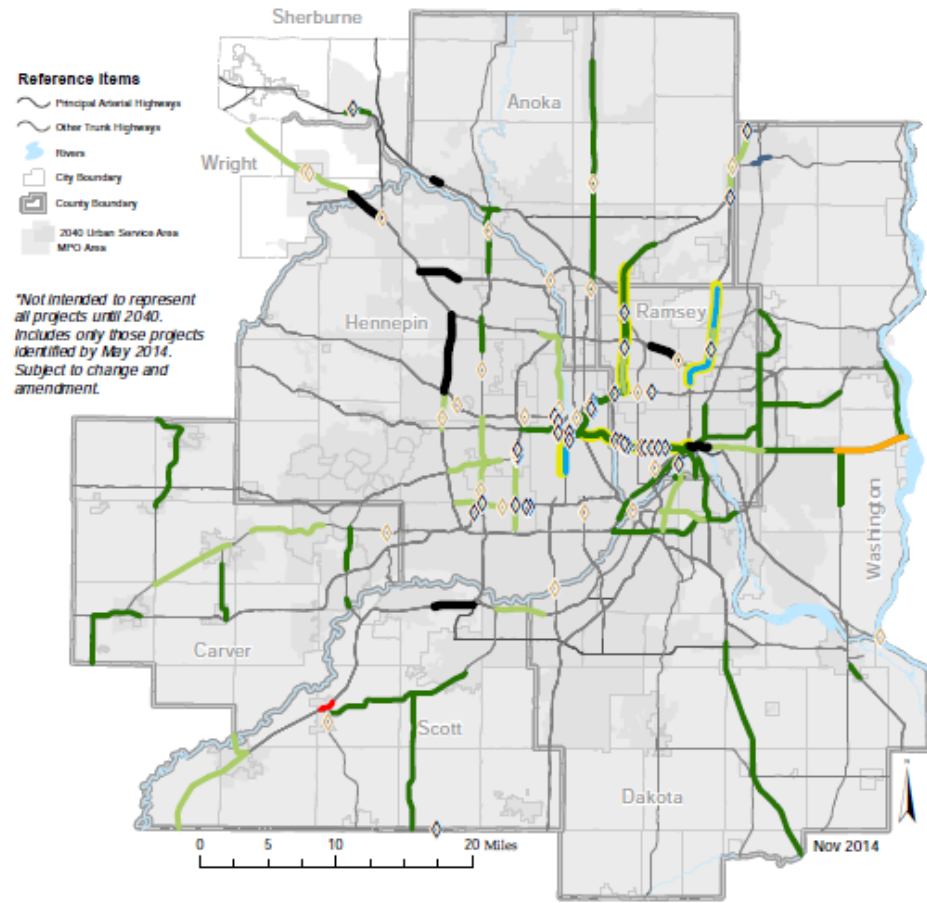
- Adopted January 14th, 2015
- Multimodal
- Federal Requirements
 - Updated every 4 years
 - Fiscally constrained
- Basis for System Statements





Current Revenue Scenario Highway Projects

Identified Projects* in Highway Current Revenue Scenario



- 2015-2018 TIP Bridges
- Strategic Capacity
- 2019 - 2024 Pavement Projects
- Roadside Infrastructure
- 2015 - 2018 Pavement / MnPass
- Roadside Infrastructure / Safety
- 2015-2018 TIP Pavement
- 2015 - 2018 Pavement / Safety
- Tier 1 MnPASS Expansion





Planning is a Continuous Process

- All metro communities have previous comp plans- much of the regional transportation plan is probably already in your plan
- “What’s new” in the 2040 TPP
- Minimum requirements for your Comprehensive Plan to be considered complete





Highways and Roads

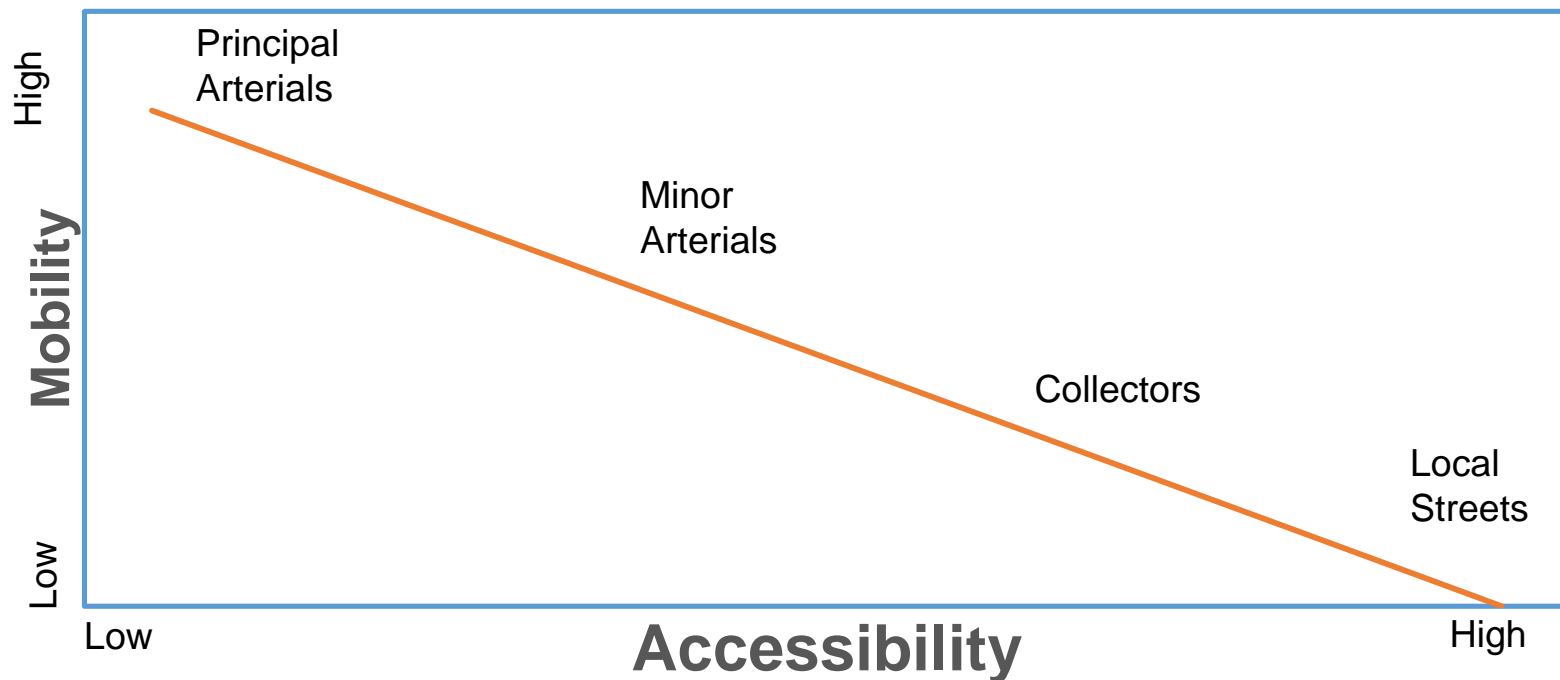
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Functional Classification

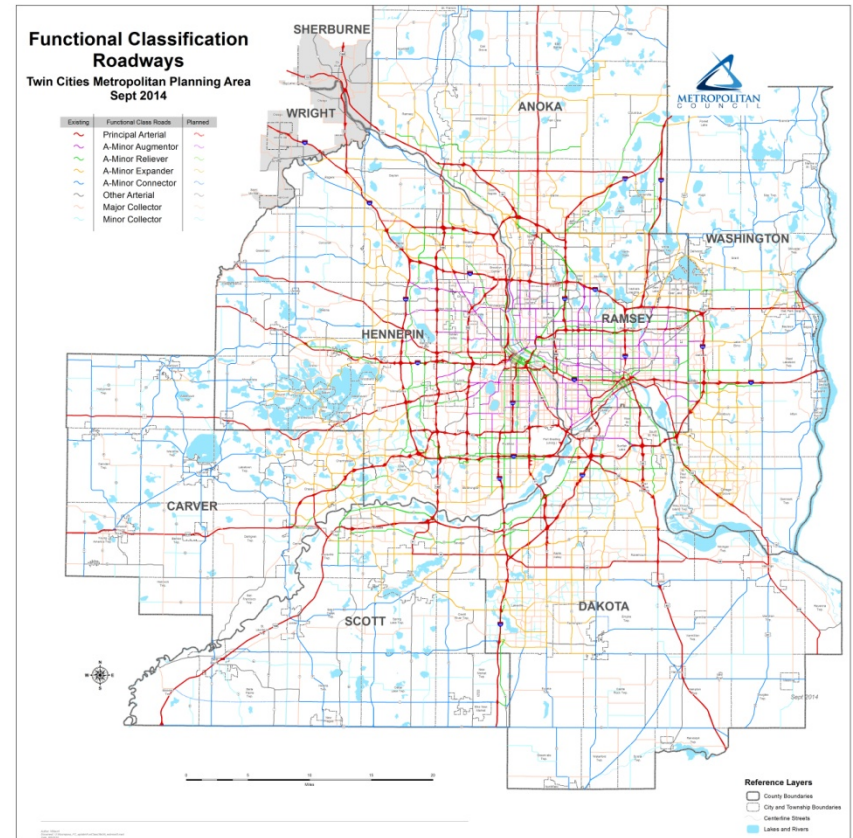
Road Function Defined by
Mobility and Accessibility





Functional Classes

- Principal Arterials
- Minor Arterials
 - Augmentor
 - Reliever
 - Expander
 - Connector
 - Other
- Collectors
 - Major
 - Minor





Plans Must Show Functional Classification

- Current functional classification can be found on your Community Page in the Local Planning Handbook
- Changes must be submitted separately to the Transportation Advisory Board (TAB) (Contact Elaine Koutsoukos, 651-602-1717)





Road Plan Requirements

- For **Principal Arterials** and **Minor Arterials**:
 - Current Average Daily Traffic (ADT) and Heavy Commercial Average Daily Traffic (HCADT)
 - Forecast 2040 traffic volumes
 - Existing and future number of lanes
 - Future rights-of-way to be preserved
 - Planned improvements to PAs as shown in Current Revenue Scenario of the TPP
 - Existing or proposed MnPASS lanes, dedicated busways and bus-only shoulder lanes





Roadway Plan Requirements

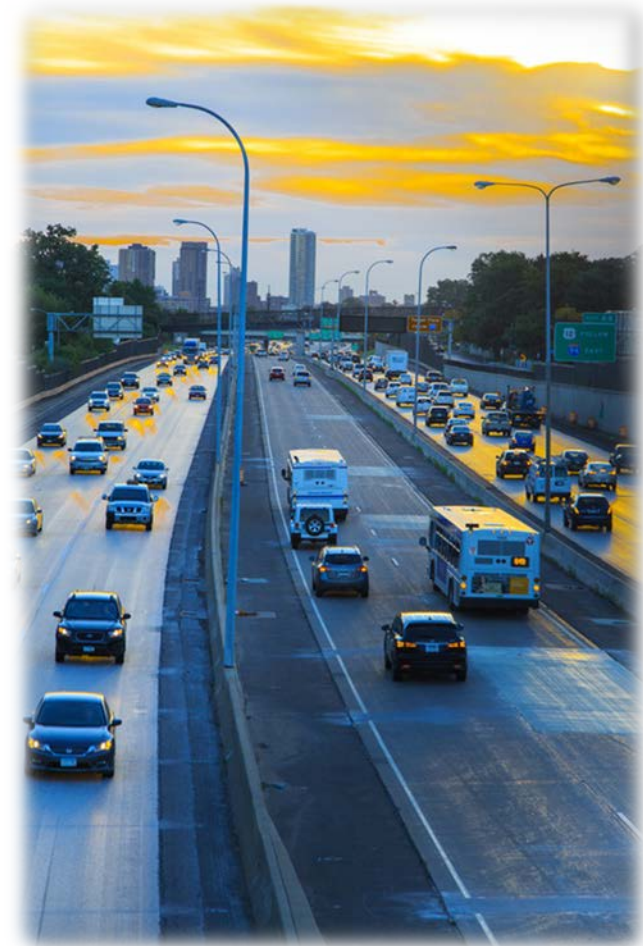
- Proposed interchange improvements must follow the Highway Interchange Request Criteria and Review Procedure found in Appendix F of the TPP
- Access management guidelines (available from MnDOT or your county)
- Recommendations from recent corridor studies





Areas with High Traffic Generation

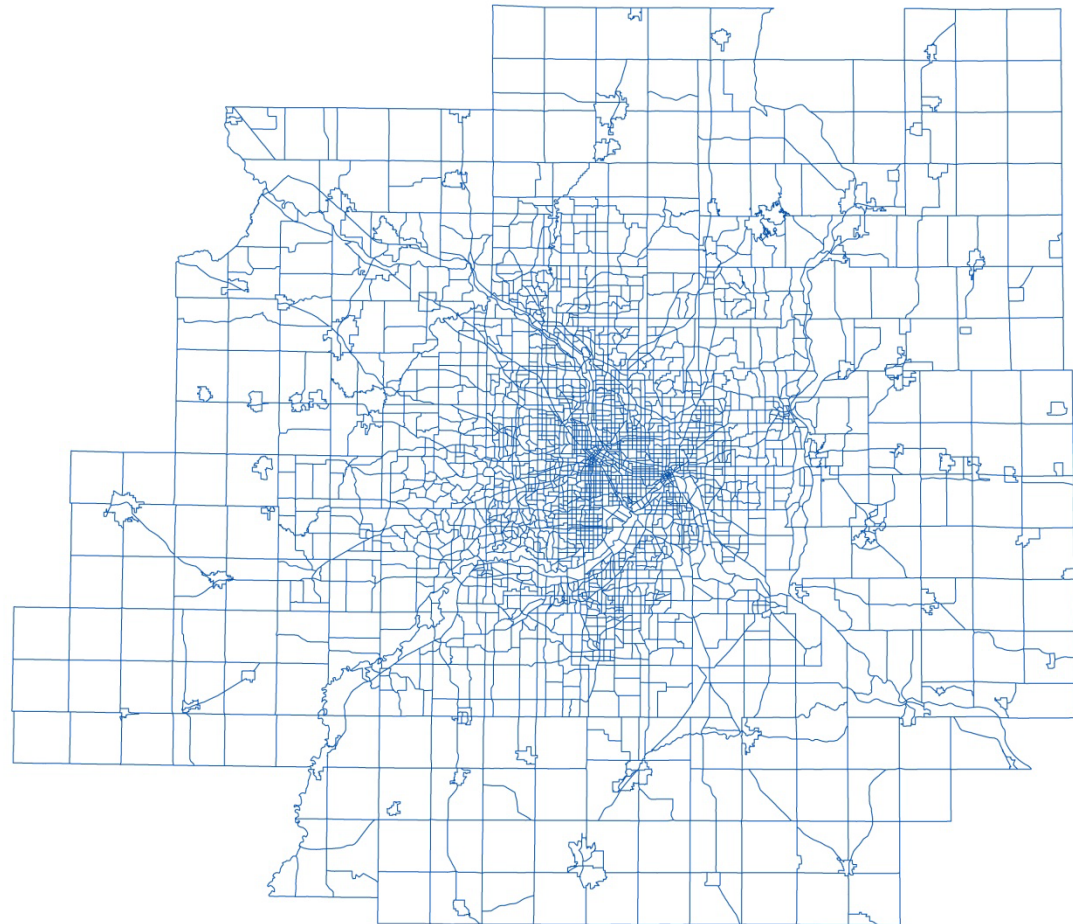
- Include analysis of travel demand management strategies
- These areas include:
 - Downtown Minneapolis
 - Downtown St. Paul
 - University of Minnesota
 - Bloomington: Airport South/Mall of America





Travel Demand Forecasting

- Transportation Analysis Zones
- Travel Forecasts





Socio-Economic Data by Transportation Analysis Zones

- Needed to produce travel demand forecasts
- Allocate forecast growth of population, households, and employment to TAZs within your community
- Allocate data for 2020, 2030, and 2040
- Use new Transportation Analysis Zone (TAZ) system developed for 2010 travel demand model update





Socio-Economic Data by Transportation Analysis Zones

- Allocate growth based on your plan's guided future land use
- Accommodate development densities around transit consistent with density expectations in TPP's Transit Plan





Travel Demand Forecasts

- Forecast method determined by growth and land use change expectations
 - Regional Travel Demand Forecast Model
 - Local Travel Demand Forecast Model
 - Projections based on historical data





Travel Demand Forecasts

- New Regional Travel Demand Model
 - Activity Based/Tour Based Model
- Use of a model other than the standard Regional Travel Demand Forecast Model must be documented
- If local model is used, consistency with regional model must be documented
- Projections from historical data may only be used in areas displaying slow, gradual change
- Work with Met Council travel forecasting staff





Transit and Transitways

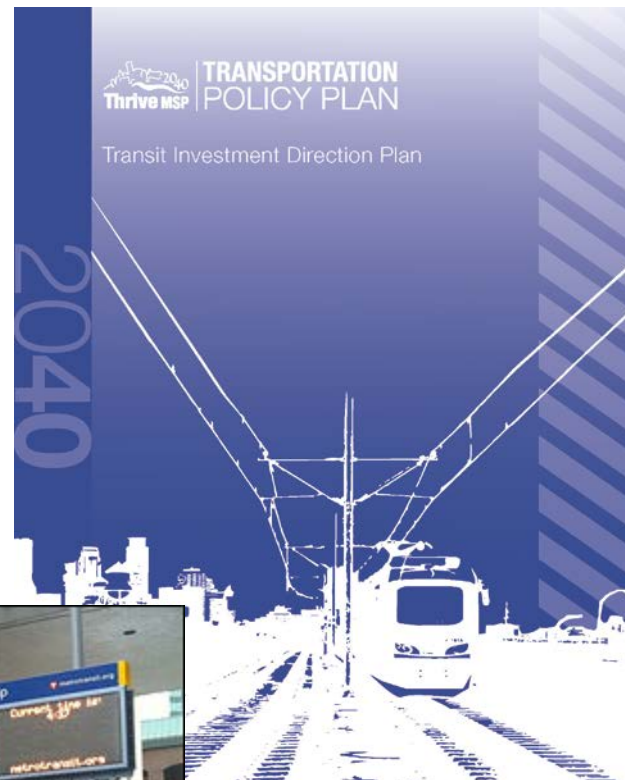
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Transit Planning

- Transit Market Areas
- Existing Transit System
- Planned Transit System



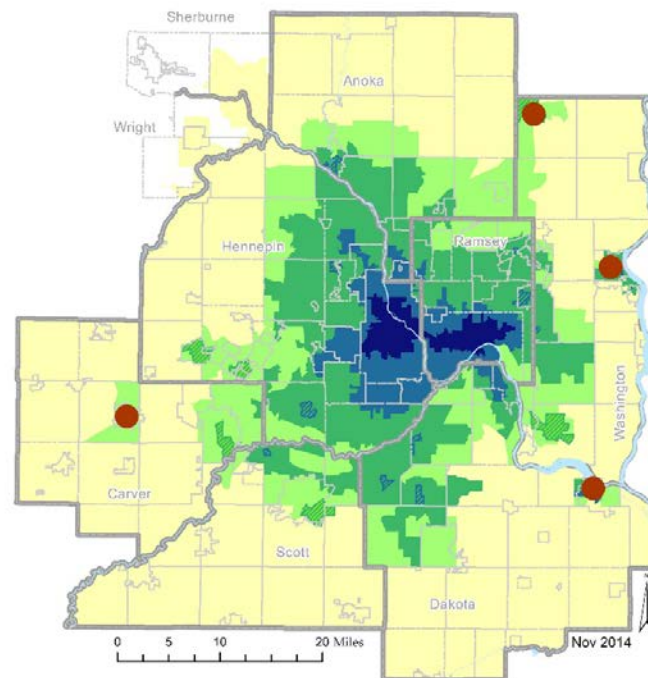
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Transit Market Areas

- Population and employment density
- Intersection density
- Car ownership



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 6-3





Transit Market Areas

- Population and employment density
- Intersection density
- Car ownership



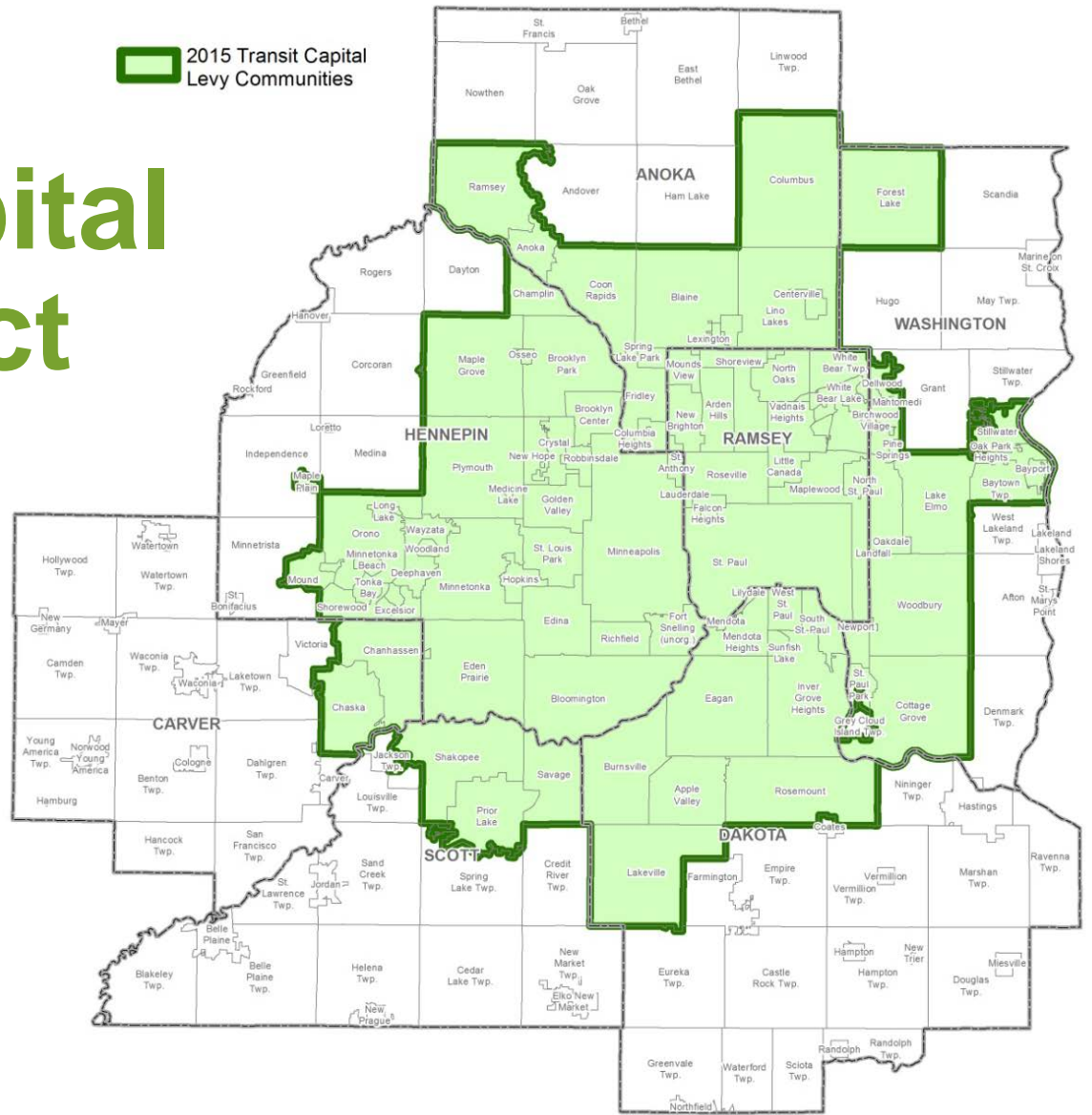
2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 6-3





Transit Capital Levy District

 2015 Transit Capital Levy Communities



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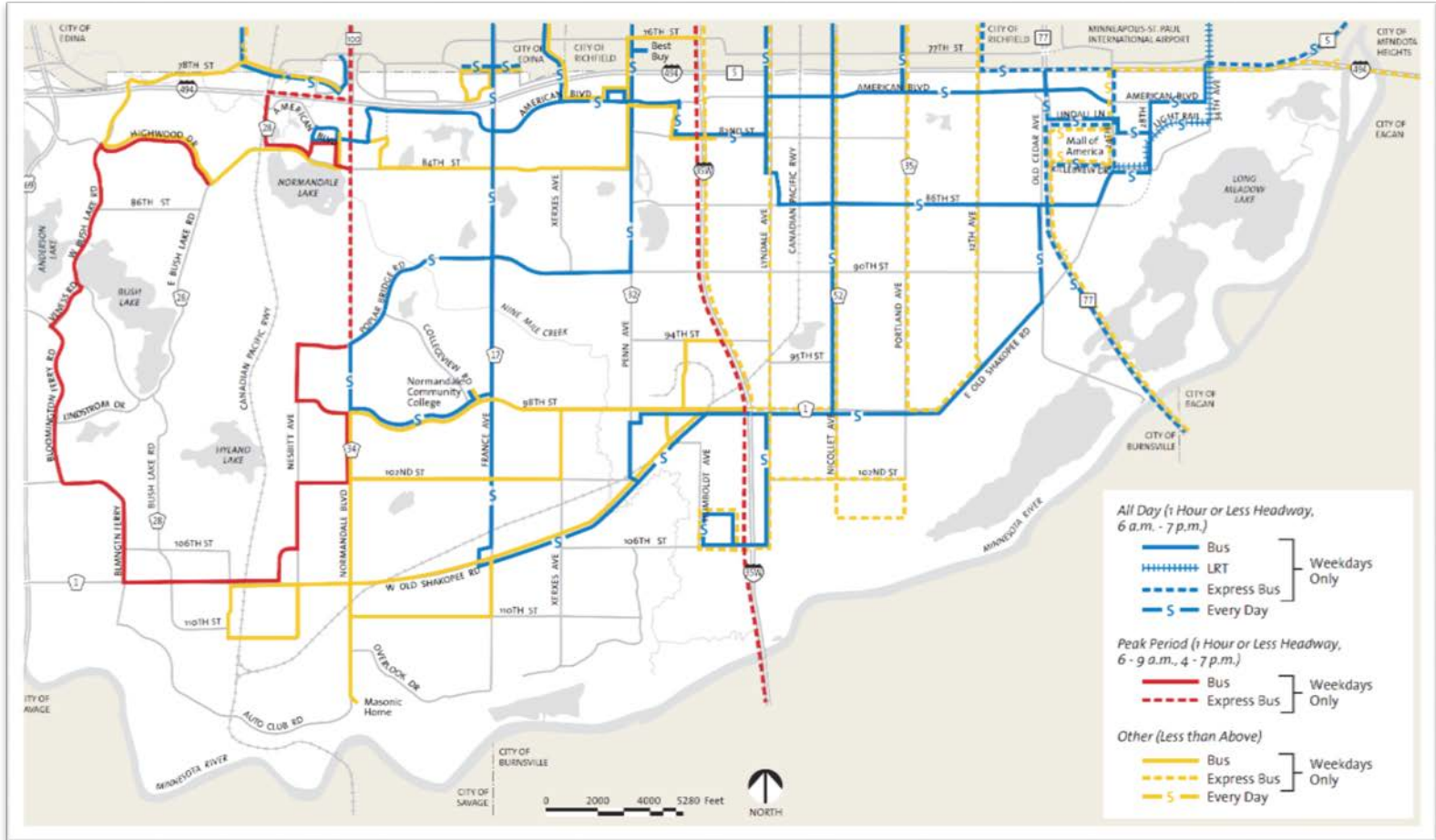
Transit System

- Existing transit routes and dial-a-ride services
- Existing and potential high-frequency transit routes
- Existing and planned transit stations and transit centers
- Existing and planned park-and-rides and express bus corridors
- Existing and planned transit advantages
- Existing transit support facilities





Transit System

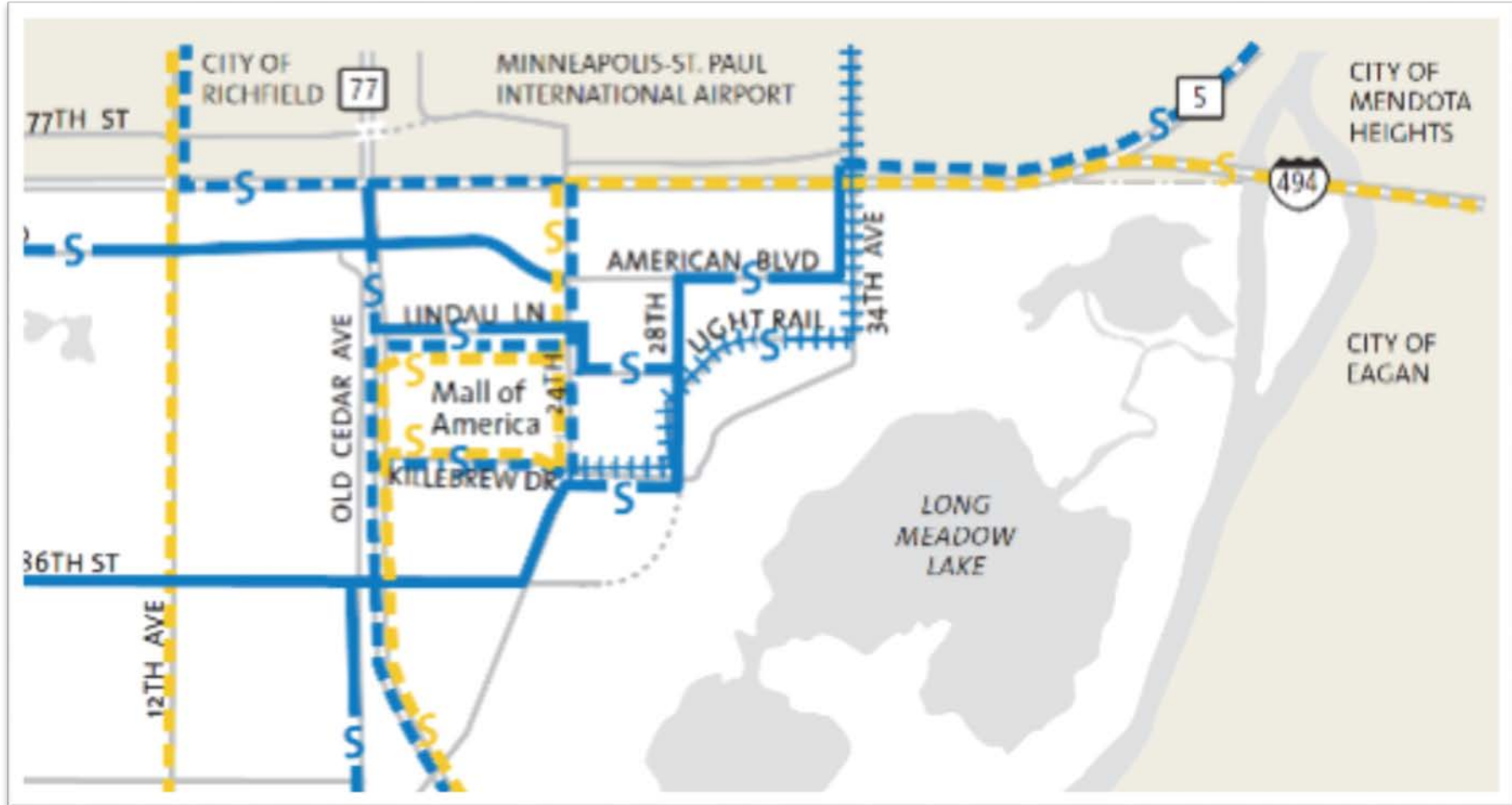


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Transit System

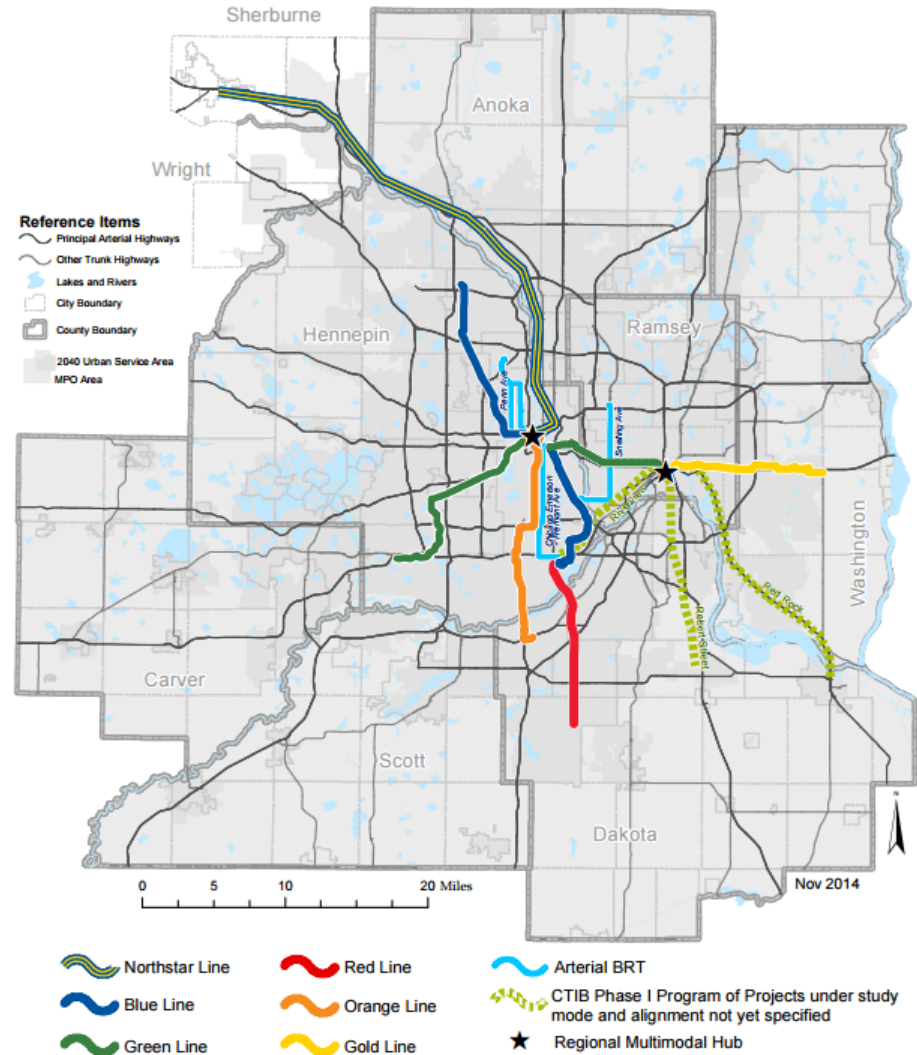


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Current Revenue Scenario



Current Revenue Scenario

TRANSITWAY STATION GUIDANCE

LOCAL PLANNING HANDBOOK

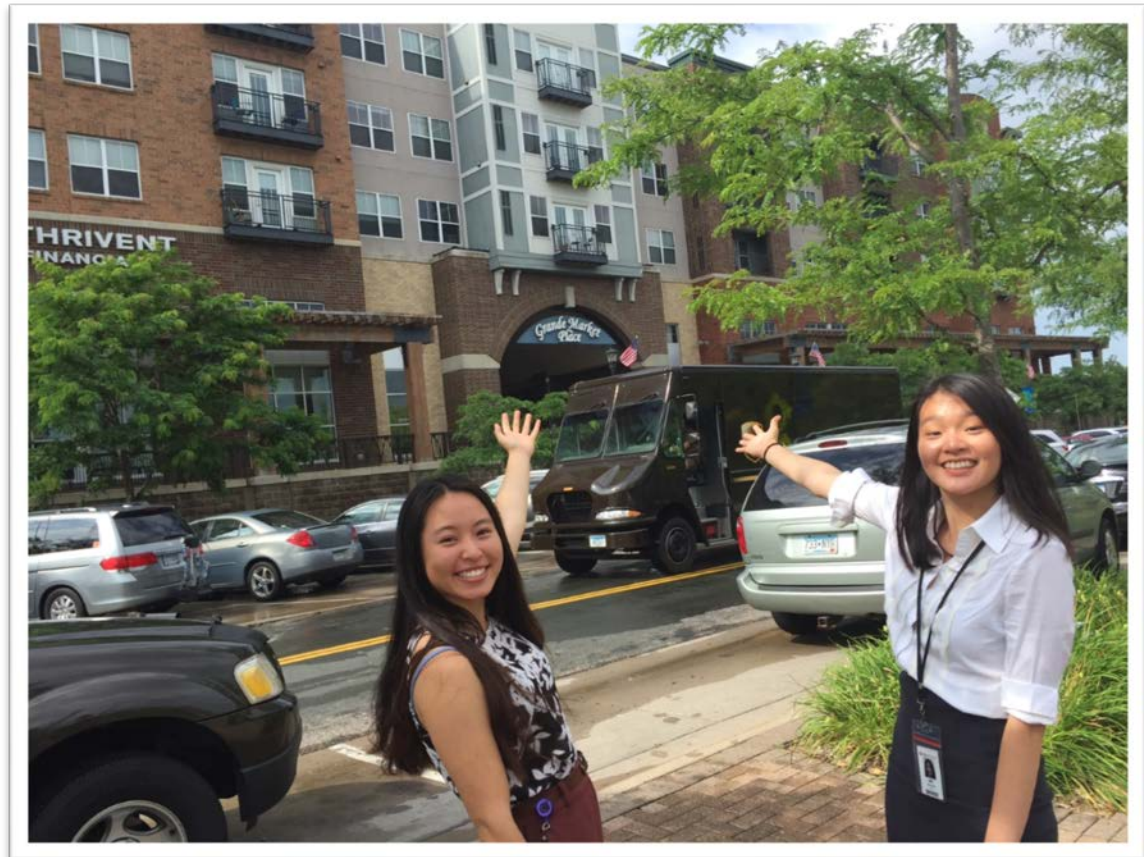
TRANSITWAY STATION STATUS: DEFINITIONS AND EXPECTATIONS GUIDANCE FOR LOCAL COMPREHENSIVE PLANNING

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



Current Revenue Scenario - Density



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Current Revenue Scenario - Density

Legend:

 Areas of Change or New Development

 Open Space

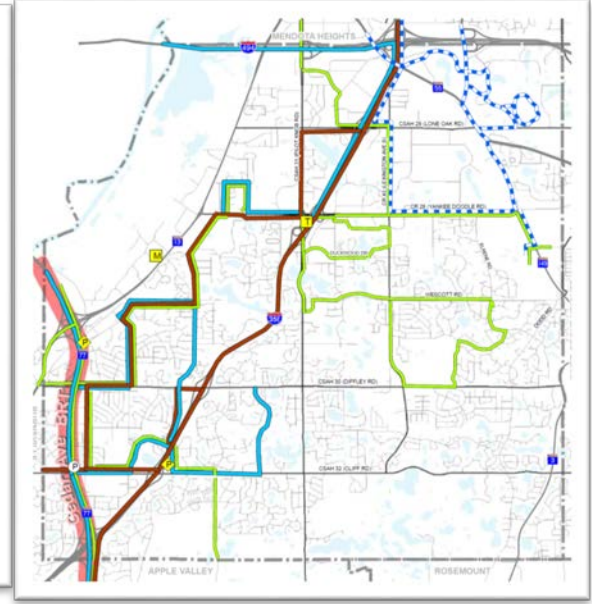
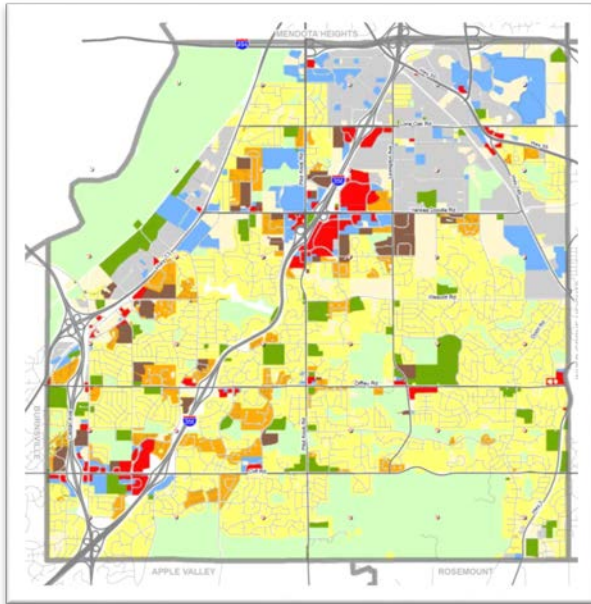
 Areas Not Identified to Change

 Transit Station





Transit Market Areas



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Bicycles and Pedestrians

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TPP Bicycle Plan Changes

- Regional Bicycle Transportation Network (RBTN)
- Regional Bicycle System Study results
- Includes guidance on funding prioritization criteria for regionally-allocated transportation funds





Goal of a Regional Bicycle Transportation Network

Establish an integrated and seamless network of on-street bikeways and off-road trails to:

- Improve conditions for bicycle transportation at regional level
- Encourage planning/implementation of future bikeways by cities, counties, parks agencies, and the state to support this regional vision



Regional Bicycle Transportation Network



RBTN Alignments

- Tier 1 Alignments
- Tier 2 Alignments

RBTN Corridors (Alignments Undefined)

- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridors

Other Trail Systems

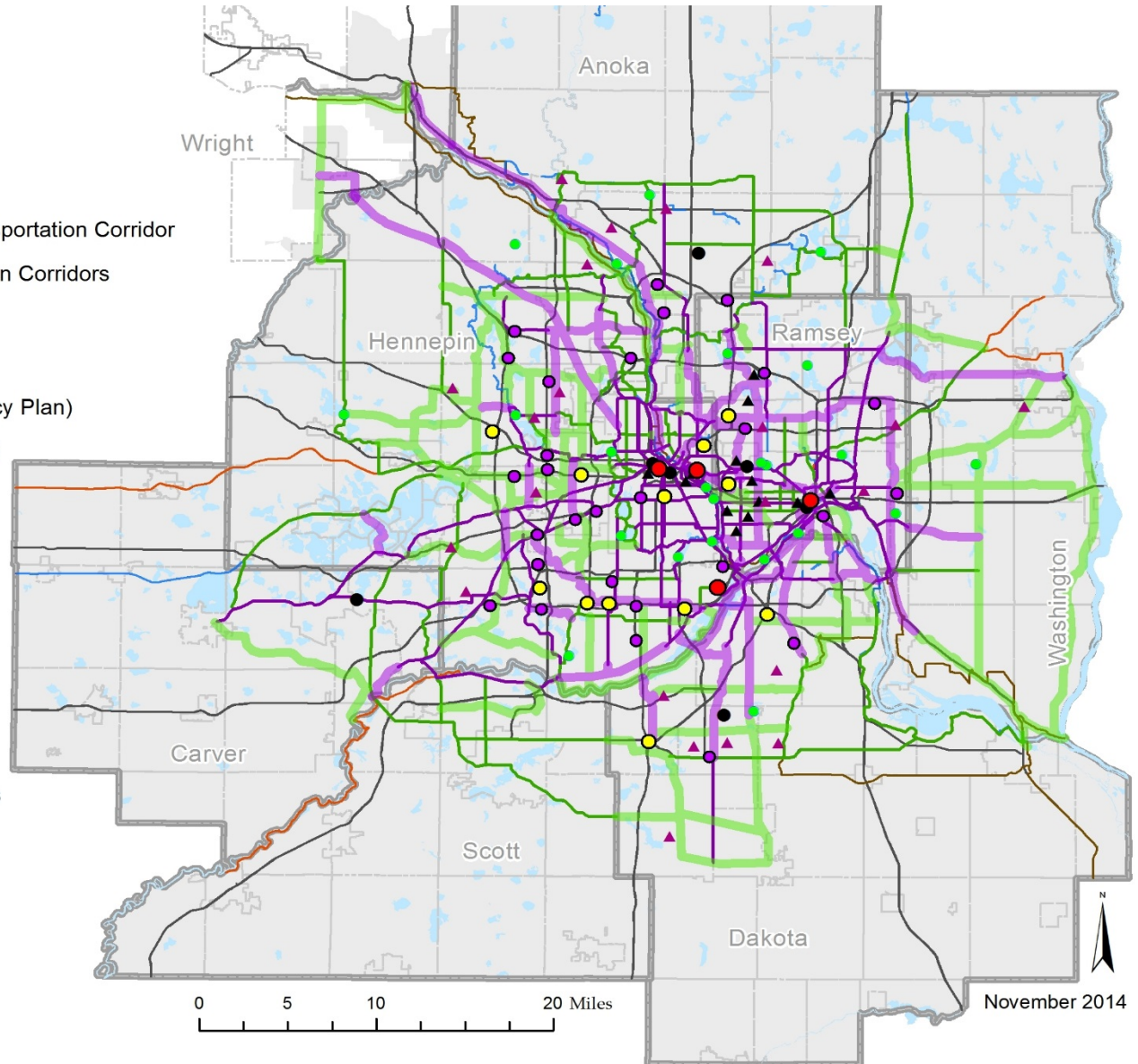
- Regional Trails (Regional Parks Policy Plan)
- Mississippi River Trail (US Route 45)
- State Trails (DNR)

Regional Destinations

- Metropolitan Job Centers
- Regional Job Centers
- Subregional Job Centers
- Large High Schools
- Colleges & Universities
- Major Sport & Entertainment Centers
- Highly Visited Regional Parks

Reference Items

- Principal Arterial Roads
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Municipal Urban Service Area MPO Area



November 2014



RBTN Benefits

- Provides stronger connections to regional destinations
- Guides cities/counties in making cost-effective investments
- Extends reach of community bicycle systems
- Improves missing links between jurisdictions





TPP objectives & strategies

- Providing access to regional destinations
- Improving facilities for safe walking and biking
- Improving multimodal travel options for all ages & abilities
- Increasing bicycling and walking mode shares
- Improving continuity of bikeways between jurisdictions
- Improving connections across physical barriers
- Encouraging land use design that uses Complete Streets principles





Bicycle Plan Requirements

- Describe and map existing and planned on-road and off-road bicycle facilities
- Map and describe the RBTN relative to your local network
 - A new interactive Regional Bicycle System Inventory database will be made available.
- More info- RBTN & Regional Trail System webinar





Pedestrians

- Analyze and address needs
 - Facility improvements
 - Safety
 - Connections
 - Remove barriers
- Discuss pedestrian system needs in a manner that responds to your community designation and addresses the needs of your community.





Aviation System

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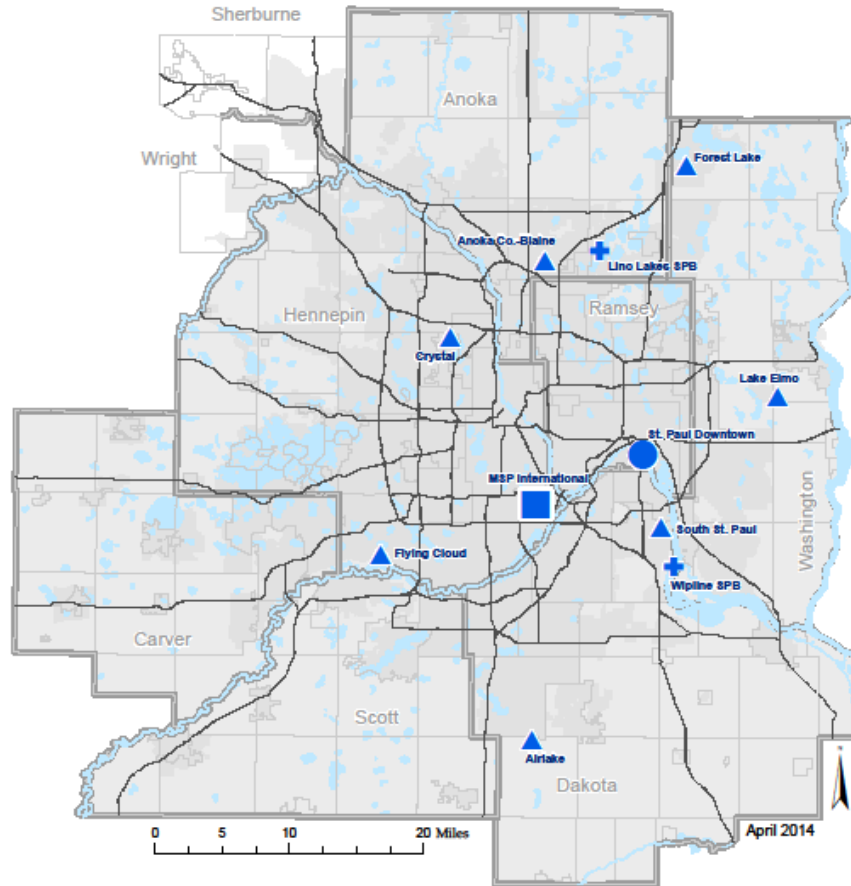




Regional Aviation System

Regional Aviation System

- Major
- Intermediate
- ▲ Minor
- + Special Purpose



Reference Items

- Principal Arterial Roads
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Municipal Urban Service Area (MPO Area)





TPP Aviation Themes

- Airport Expansion will be limited
- Preserve and manage the airport system
- Balance demand and capacity - to reflect land use compatibility & transportation connection





Required Elements (ALL local government units)

- Protect Region's General Airspace
 - Objects potentially affecting navigable airspace

- “Notification” to the FAA
(Federal Aviation Administration)
(Form 7460-1)





Required Elements

(Communities directly impacted by an airport)

- Reflect Approved Airport Long Term Comprehensive Plan (LTCP) in the Community Plan
- Include:
 - Map of the airport location with runways
 - Existing and future airport boundaries
 - Land access locations
- Describe
 - Existing and future operational characteristics for airports whose compatibility area includes your community.





Freight

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Freight Considerations in Comprehensive Plans

- Freight uses multiple modes, trucking is predominant
- Important to acknowledge major freight centers and to plan for connections to those centers





Freight Considerations in Comprehensive Plans

Minimum requirements include:

- Identify railways, barge transfer facilities, and truck or intermodal freight terminals.
- Identify other important freight-generating centers.
- Map volumes of heavy commercial trucks for Principal and A-Minor arterials.





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)



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





Questions?

Mark Filipi, Manager, Metropolitan Transportation Services
Mark.Filipi@metc.state.mn.us

Michael Larson, AICP, Senior Planner
Michael.Larson@metc.state.mn.us

Connie Kozlak, AICP, Planning Analyst
Connie.Kozlak@metc.state.mn.us



Upcoming Events

Making your Plan a Walk in the Park

Presented by Jan Youngquist and Michael Peterka

Thursday, September 15, 2016

Transit Planning Basics, Market Areas, and Comprehensive Planning

Presented by Cole Hiniker and Michael Mechtenberg

Thursday, September 22, 2016

Local Planning, the Regional Bicycle Transportation Network & Regional Trails

Presented by Steve Elmer and Jan Youngquist

Thursday, October 13, 2016