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
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
Functional Classification

Road Function Defined by Mobility and Accessibility

- Principal Arterials
- Minor Arterials
- Collectors
- Local Streets
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
Transit Planning

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

- Population and employment density
- Intersection density
- Car ownership
Transit Market Areas

- Population and employment density
- Intersection density
- Car ownership
Transit Capital Levy District
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
Transit System
Current Revenue Scenario
Current Revenue Scenario

PlanIt
Current Revenue Scenario - Density
Current Revenue Scenario - Density

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

PlanIt Metropolitan Council
Increased Revenue Scenario

PlanIt
Planned Transit System

- Bloomington – "Desired Transit Improvements" and "Land Use – Transit Relationships" and "Transit Support"
Transit Market Areas

PlanIt
Bicycles and Pedestrians
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
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
Regional Aviation System

Regional Aviation System
- Major
- Intermediate
- Minor
- Special Purpose

Reference Items
- Principal Arterial Roads
- Lakes and Rivers
- City Boundary
- County Boundary

April 2014

PlanIt

METROPOLITAN COUNCIL
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
Freight Considerations in Comprehensive Plans

• Freight uses multiple modes, trucking is predominant

• Important to acknowledge major freight centers and to plan for connections to these 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.
Freight Considerations in Comprehensive Plans

Other important issues for local plans to include:

• Identify any local roadway issues or problem areas for goods movement.
• Plan for and identify truck routes for semi trucks.
• Complete Streets improvements that may coincide with important truck routes
• Consider truck access in mixed use developments
Resources


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