Figure 1
Community Designations Map

- Urban Center
- Urban
- Suburban
- Suburban Edge
- Emerging Suburban Edge
- Rural Center
- Diversified Rural
- Rural Residential
- Agricultural
- Outside Council planning authority

County Boundaries
City and Township Boundaries
Lakes and Major Rivers

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 1
*Not intended to represent all projects until 2040. Includes only those projects identified by May 2014. Subject to change and amendment.
Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

Reference Items
- Principal Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

- Northstar Line
- Blue Line
- Green Line
- Red Line
- Orange Line
- Gold Line
- Arterial BRT
- CTIB Phase I Program of Projects under study
  mode and alignment not yet specified
- Regional Multimodal Hub

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 7
Increased Revenue Scenario Transitways
Building an Accelerated Transitway Vision

Increased Revenue Scenario would also include at least 1% average annual bus expansion.

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 8
Principal Arterials

- Principal Arterial - Existing
- Principal Arterial - Under Construction

Reference Items
- Lakes and Rivers
- City Boundary
- County Boundary
- MUSA 2040
- MPO Area

Figure 1-1
Transit Routes

Reference Items
- Principal Arterial Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

Transitway
- Northstar
- Blue Line
- Green Line
- Red Line

Regular - Route Bus
- Express Bus
- Local Bus

Transit Capital Levy Communities
Metropolitan Freight System

Reference Items
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

Freight Terminals
- Air / Truck
- Barge / Truck
- Rail / Truck

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 1-6
Truck Traffic, Minnesota and United States

Figure 1-7
Heavy Commercial Vehicle Traffic

Average Daily Traffic Volume (2011)

- 5 - 1450
- 1451 - 4650
- 4651 - 12300

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

Nov 2014

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 1-8
Regional Aviation System

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

Major
Intermediate
Minor
Special Purpose

Figure 1-10
Congested Principal Arterials 2013

Reference Items
- Principal Arterial Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

2013 Congested* Principal Arterial Segments
- No data

*Congestion is where speed less than 45mph for at least one hour a day

Figure 5-1
Congested Principal Arterials 2040

*Congested: the condition occurring when the modeled volume on a road equals or exceeds the theoretical capacity of the road at least one hour a day.
Identified Pavement, Bridge, and Roadside Infrastructure Projects

*Not intended to represent all projects until 2040. Includes only those projects identified by May 2014. Subject to change and amendment.

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 5-3
MnDOT Traffic Management Technology System

Reference Items
- Principal Arterial Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

Freeway Management System, in place or funded
Coordinated Signals
Coordinated, ATMS, in place or funded
Coordinated, ATMS Planned, not funded
MnDOT Trunk Highway

Figure 5-4
Spot Mobility Improvement Opportunity Areas

Reference Items
- Principal Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

Opportunity Node
Opportunity Link

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 5-5
* The I-94 east corridor is in the MnPASS system vision contingent on resolving highway right-of-way issues through further study, including the Gateway transitway Draft Environmental Impact Statement.
Highway Strategic Capacity Enhancements

Reference Items
- Principal Arterial Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

Figure 5-7
Identified Projects* in Highway Current Revenue Scenario

Reference Items
- Principal Arterial Highways
- Other Trunk Highways
- Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

*Not intended to represent all projects until 2040. Includes only those projects identified by May 2014. Subject to change and amendment.
Transit Market Areas

Market Area I
Market Area II
Emerging Market Area II
Market Area III
Emerging Market Area III
Market Area IV
Market Area V
Freestanding Town Center

Figure 6-3
Figure 6-4

Existing and Potential High-Frequency Transit Routes

Transitways:
- Blue Line
- Green Line
- Red Line
- Orange Line
- Gold Line

Transit Centers
- Transit Station

- Current High Frequency Routes
- Potential High Frequency
- Potential Arterial BRT
- Regular Route Bus

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 6-4
2030 Park-and-Ride System and Express Bus Corridors

Reference Items
- Principal Arterial Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

Park-and-Rides

2030 Capacity
- 0-150
- 151 - 400
- 401 - 800
- 800 +

New Park-and-Rides
Expanded Park-and-Rides
Existing Park-and-Rides

Express Bus Corridor

Transitway
- Northstar Line
- Blue Line
- Red Line
- Green Line
- Orange Line
- Gold Line
2040 Transit Advantages

MnPASS *

- Existing / Under Construction
- Tier 1 MnPASS Expansion
- Tier 2 MnPASS Expansion
- Tier 3 MnPASS Expansion

* See Highway Investment Direction and Plan for more details

Reference Items
- Principal Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

Nov 2014
Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

Reference Items
- Principal Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

Northstar Line
Blue Line
Green Line
Red Line
Orange Line
Gold Line
Arterial BRT
CTIB Phase I Program of Projects under study
mode and alignment not yet specified
Regional Multimodal Hub

Miles
0 5 10 15 20

Nov 2014

Figure 6-8
Increased Revenue Scenario Transitways
Building an Accelerated Transitway Vision

Increased Revenue Scenario would also include at least 1% average annual bus expansion.
Regional Bicycle Transportation Network Vision

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

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

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

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

Figure 7-1
Regional Bicycle Transportation Network and Regional Trail System

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

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

Regional Bicycle Transportation Network Corridors
Regional Trail System (Regional Parks Policy Plan)
- Regional Trails
- Planned Regional Trails

Other Trail Systems
- Mississippi River Trail (US Route 45)
- State Trails (DNR)

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 7-2
Railroad Bottlenecks

Reference Items
- Principal Arterial Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

Railroads by Class
- Class 1 - BNSF Railway
- Class 1 - Canadian National Railway
- Class 1 - Canadian Pacific Railway
- Class 1 - Union Pacific Railroad
- Class 3 & Private
- Abandoned

Source: MN Statewide Freight + Pass. Rail Plan, 2010

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 8-2
Airport Service Areas

Public Owned Public Use Airport
- MSP: Minneapolis – St. Paul International Airport (Wold-Chamberlain Field)
- STP: St. Paul Downtown Airport (Holman Field)
- ANE: Anoka County – Blaine Airport (Janes Field)
- FCM: Flying Cloud Airport

Privately Owned Public Use Airport
- SFS: Surf-Side Seaplane Base (Rice Lake)
- WPL: Wipline Seaplane Base (Miss. River)

Airport Compatibility Area
- (3 NM’s – Noise, Zoning, Infrastructure)
- (6 NM’s – Landfills, Wind Towers)

Privately Owned Public Use Airport
- MIC: Crystal Airport
- SGS: South St. Paul Airport (Fleming Field)
- ELM: Lake Elmo Airport
- LVN: Airlake Airport
- FOR: Forest Lake Airport

Figure 9-1
The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional averages at either level.

100% poverty regional average is 10.5%
185% poverty regional average is 21.9%

Population of Color is defined as all persons not classified as White, Non-Latino

Regional Average by Tract
- Both Poverty and Pop. of Color below regional average
- Pop. of Color above regional average
- Individual Poverty above regional average
- Both Ind. Poverty and Pop. of Color above regional average

Data source: 2008-2012 ACS by Tract
The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional averages at either level.

100% poverty regional average is 10.5%
185% poverty regional average is 21.9%

Population of Color is defined as all persons not classified as White, Non-Latino

Regional Average is 23.4% People of Color

Tracts are marked above (higher than 23.4%) or below (less than 23.4%) the regional average

Data source: 2008-2012 ACS by Tract

Figure 10-2
Population and Regional Priority Corridors for Bicycle Infrastructure

Tier 1: Priority Regional Bicycle Transportation Corridors*
Tier 2: Regional Bicycle Transportation Corridors*

**Populations of Color / Households in Poverty**

- Area of Concentrated Poverty (40% or more in poverty)
- Area of Concentrated Poverty where 50% or more of residents are people of color

**Regional Average by Tract**
- Both Poverty and Pop. of Color below regional average
- Pop. of Color above regional average
- Individual Poverty above regional average
- Both Ind. Poverty and Pop. of Color above regional average

**People in Poverty**
The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional averages at either level.

- 100% poverty regional average is 10.5%
- 185% poverty regional average is 21.9%

**Population of Color**
Population of Color is defined as all persons not classified as White, Non-Latino

- Regional Average is 23.4% People of Color

Tracts are marked above (higher than 23.4%) or below (less than 23.4%) the regional average

Data source: 2008-2012 ACS by Tract
The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional averages at either level.

- 100% poverty regional average is 10.5%
- 185% poverty regional average is 21.9%

Population of Color is defined as all persons not classified as White, Non-Latino

Regional Average is 23.4% People of Color

Tracts are marked above (higher than 23.4%) or below (less than 23.4%) the regional average

Data source: 2008-2012 ACS by Tract
Population and 2040 Transit Investments (Current Revenue Scenario)

- **Current Revenue Scenario Transitways**
- **Arterial BRT**
- **Existing Bus Routes**

**Populations of Color / Households in Poverty**
- Area of Concentrated Poverty (40% or more in poverty)
- Area of Concentrated Poverty where 50% or more of residents are people of color

**Regional Average by Tract**
- Both Poverty and Pop. of Color below regional average
- Pop. of Color above regional average
- Individual Poverty above regional average
- Both Ind. Poverty and Pop. of Color above regional average

**People in Poverty**
The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional averages at either level.

- 100% poverty regional average is 10.5%
- 185% poverty regional average is 21.9%

**Population of Color**
Population of Color is defined as all persons not classified as White, Non-Latino

- Regional Average is 23.4% People of Color

Tracts are marked above (higher than 23.4%) or below (less than 23.4%) the regional average

Data source: 2008-2012 ACS by Tract

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2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 10-5
Figure 12-1

Functional Class Roads

Reference Items
- Lakes and Rivers
- City Boundary
- County Boundary
- Principal Arterial Roads
- MUSA 2040
- MPO Area

Existing
- Red: Principal Arterial
- Purple: A-Minor Augmentor
- Green: A-Minor Reliever
- Orange: A-Minor Expander
- Blue: A-Minor Connector
- Grey: Other Minor Arterial

Planned
- Red: Principal Arterial
- Purple: A-Minor Augmentor
- Green: A-Minor Reliever
- Orange: A-Minor Expander
- Blue: A-Minor Connector
- Grey: Other Minor Arterial

Thrive Planning Areas
- Urban Core & Urban & Suburban
- Suburban Edge & Emerging Suburban Edge
- Rural Service Areas
- MPO Area outside the Seven County Area

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 12-1
2013 Congestion

AM + PM Congested Hours

- No Recurring Congestion
- under 1 hour
- 1-3 hours
- 3+ hours
- No data

Congestion is where speed less than 45 mph
Spot Mobility Improvement Opportunity Areas

Reference Items
- Principal Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

Opportunity Node
Opportunity Link
The I-94 east corridor is in the MnPASS system vision contingent on resolving highway right-of-way issues through further study, including the Gateway transitway Draft Environmental Impact Statement.