Application

13872 - 2020 Transit System Modernization

14190 - Burnsville Transit Station (BTS) Modernization- Elevator Installation

Regional Solicitation - Transit and TDM Projects

Status:	Submitted
Submitted Date:	05/11/2020 2:02 PM

Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Transit and TDM Projects			

Organization Information

Name:	MN VALLEY TRANSIT AUTH
Jurisdictional Agency (if different):	

Organization Type:

Organization Website:

Address: 100 E HWY 13

*	BURNSVILLE	Minnesota	55337
	City	State/Province	Postal Code/Zip

County: Dakota

Phone:* 612-882-7500 Ext.

Fax:

PeopleSoft Vendor Number 0000003737A1

Project Information

Project Name Burnsville Transit Station (BTS) Modernization-Elevator Installation

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Burnsville

Jurisdictional Agency (If Different than the Applicant): N/A

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Burnsville Transit Station (BTS) was constructed in 1995 as a transit station with surface parking lots. In 1997, a parking deck was built to accommodate customer needs; and in 2002, a second deck level was added to the ramp. The park and ride ramps were constructed in phases and a passenger elevator was not included in any of the phases during construction. Currently, all customers parking on the upper levels are required to use stairways to exit at all times. Today, the site has about 1300 parking spaces and annual ridership of just over 1 million and the need for an elevator is a top priority.

The Metropolitan Councils Thrive MSP 2040 Transportation Policy Plan states we should provide people of all ages and abilities with a transportation system that connects them with jobs, schools, and opportunities. It has become a necessity that an elevator is installed to aid customers in exiting all levels at BTS transit station parking ramp. This project is consistent with Thrive MSP 2040. The provided project cost is for multi-passenger elevator installation and enclosure construction. In order to ensure that no customer is trapped in the elevator during an emergency, a backup power generator has been included in this project to assure the elevator and facility can remain operational at all times. The generator will also assure that transit operations and customer service can provide service to our customers. Included in the cost is a utility room that is necessary for custodial and supplies storage needs. It is necessary to cross a road to get from the parking ramp to the bus bays. Dollars have been included in this request to improve signage at these pedestrian crossings.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Burnsville Transit Station (BTS) Modernization

Project Length (Miles) 0.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount $656,000.00

Match Amount $164,000.00

Minimum of 20% of project total

Project Total $820,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Dakota County and MVTA

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2021, 2022, 2023

Select all years that are feasible if funding in an earlier year becomes available.

For All Projects

Identify the Transit Market Areas that the project serves: 1,2,3,4,8

See the "Transit Connections" map generated at the beginning of the application process.

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency Minnesota Valley Transit Authority

Zip Code where Majority of Work is Being Performed 55337

(Approximate) Begin Construction Date 01/01/2024

(Approximate) End Construction Date 12/31/2024

Name of Park and Ride or Transit Station: Burnsville Transit Station

e.g., MAPLE GROVE TRANSIT STATION

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address) 100 East Highway 13, Burnsville MN 55337

Primary Types of Work Install Elevator

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal B. Safety and Security (Page 2.7)
OBJECTIVES: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Reduce the transportation system's vulnerability to natural and manmade incidents and threats.

STRATEGIES: Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.

Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Briefly list the goals, objectives, strategies, and associated pages:

Goal C. Access to Destinations (Page 2.8)
OBJECTIVES: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Increase travel time reliability and predictability for travel on highway and transit systems

STRATEGIES: The Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, to meet growing demand, improve the customer experience, improve access to destinations, and maximize the efficiency of investments.

Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with

disabilities.

The Council will provide paratransit service complementary to the region's regular route transit system for individuals who are certified by the Council under the Americans with Disabilities Act (ADA).

Goal E. Healthy Environment (Page 2.12)
OBJECTIVES: The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

Reduce transportation related air emissions.

STRATEGIES: The Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments.

Regional transportation partners will 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 communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.

Limit 2,800 characters; approximately 400 words

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages:

Dakota County 2030 Transportation Plan Chapter 5

City of Burnsville 2030 Comprehensive Guide Plan Chapter VIII

MVTA Strategic Plan

Limit 2,800 characters, approximately 400 words

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5.Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6.Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
***Transit Expansion:** $500,000 to $7,000,000*
***Transit Modernization:** $500,000 to $7,000,000*
***Travel Demand Management (TDM):** $100,000 to $500,000*

Check the box to indicate that the project meets this requirement. Yes

8.The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.

Date plan completed:

Link to plan:

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation: Yes

Date self-evaluation completed: 06/28/2006

Link to plan:

Upload plan or self-evaluation if there is no link. 1588188046303_MVTA_ADA Policy.pdf

Upload as PDF

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

10.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.
Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

1.The project must provide a new or expanded transit facility or service.

Check the box to indicate that the project meets this requirement.

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

Check the box to indicate that the project meets this requirement.

Transit Expansion and Transit Modernization projects only:

3.The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

Check the box to indicate that the project meets this requirement. Yes

4.The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement. Yes

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

Check the box to indicate that the project meets this requirement.

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

Check the box to indicate that the project meets this requirement.

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$0.00
Removals (approx. 5% of total cost)	$0.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$0.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00

Other Roadway Elements	$0.00
Totals	**$0.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$0.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$820,000.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$820,000.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$820,000.00
Construction Cost Total	$820,000.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	300579
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	64490
Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	0
Upload the "Letter of Commitment" *Please upload attachment in PDF form.*	
Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	0
Upload the "Letter of Commitment" *Please upload attachment in PDF form.*	
Explanation of last-mile service, if necessary: *(Limit 1,400 characters; approximately 200 words)*	N/A
Upload Map *Please upload attachment in PDF form.*	1588188471504_BTS Modernization_PopulationEmployment.pdf

Measure B: Transit Ridership

Existing transit routes directly connected to the project	2, 3, 4, 5, 6, 7, 9, 10, 11, 14, 17, 18, 19, 22, 25, 54, 61, 94, 120, 121, 134, 141, 250, 264, 270, 353, 440, 442, 444, 445, 460, 477, 490, 495, 497, 499, 515, 535, 538, 539, 540, 553, 578, 597, 600, 645, 663, 664, 667, 670, 690, 698, 721, 747, 755, 756, 760, 761, 763, 764, 765, 766, 768, 774, 776, 781, 790, 795, 824, 850, 852, 865, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line, 923-METRO C Line

Select all routes that apply.

Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP)

METRO Orange Line (I-35W South Highway BRT), METRO Green Line Extension (Southwest LRT), METRO Blue Line Extension (Bottineau LRT), METRO D Line (Chicago-Emerson-Fremont Arterial BRT), METRO E Line (Hennepin Ave Arterial BRT)

Select all transitways that apply.

Upload Map

1588364229613_BTS Modernization_TransitConnectMaps.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

Measure: Usage

Existing Transit Routes on the Project

2, 3, 4, 5, 6, 7, 9, 10, 11, 14, 17, 18, 19, 22, 25, 54, 61, 94, 120, 121, 134, 141, 250, 264, 270, 353, 440, 442, 444, 445, 460, 477, 490, 495, 497, 499, 515, 535, 538, 539, 540, 553, 578, 597, 600, 645, 663, 664, 667, 670, 690, 698, 721, 747, 755, 756, 760, 761, 763, 764, 765, 766, 768, 774, 776, 781, 790, 795, 824, 850, 852, 865, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line, 923-METRO C Line

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

Yes

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

According to the Transportation Policy Plan, regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

With the installation of an elevator at Burnsville Transit Station, MVTA will be creating equal access to all amenities in the building. Buses that leave the BTS transit station reache customers in the low-income area.

Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision making.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

MVTA's Burnsville Transit Station (BTS) Modernization application focuses on the installation of a multi-passenger elevator, backup generator (storage enclosure), and pedestrian crossing signage. The purpose of this project is to assist customers who park within BTS's parking ramp and that all customers that use the BTS parking ramp has the same accessibility to all levels of the ramp at the Transit Station. There is currently no elevator(s) within the BTS parking ramp; therefore, customers with disabilities are forced to find parking within the limited surface lot area or take the stairs which can be an impossible task for riders in wheel chairs. 86% of people surveyed (survey conducted by MVTA - Spring 2020) believe that transit stations should be made accessible to everyone and 80% agreed that elevators are needed at the Transit Station.

Response:

Transportation systems must consider the needs of all potential users; including children, senior citizens, and persons with disabilities. The goal is to promote active lifestyles and cohesive communities to all. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.

The installation of an elevator will provide a benefit for riders with either long-term or short-term disabilities and allow for easy access to the parking ramp. The project will extend safety measures and provide a healthy alternative to riders that require assistance.

Due to high volumes of traffic surrounding BTS, apartment complex, daycare facility, and office buildings, MVTA is also applying for minimal funding to install additional pedestrian crossing signage. Additional signage will support customer safety (providing the right-of-way to customers),

accessibility to all parking amenities at BTS, and ease the flow of traffic in a congested area.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

During the construction of the Burnsville Transit Station (BTS) Elevator Project; parking spaces will be used for construction equipment. MVTA does have additional parking spaces available at Heart of the City; therefore, MVTA expects minimal disruptions. MVTA and the Contractor will need to ensure safety measures are in place for customers accessing the surface lot and parking ramp during construction.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1588795437697_BTS Modernization_Socio-EconomicConditions.pdf

Measure B: Part 1: Housing Performance Score

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
	0	0	0	0
Bloomington	3.0	0.06	97.0	5.6
Burnsville	17.0	0.33	100.0	32.69
Eagan	2.0	0.04	84.0	3.23
Minneapolis	15.0	0.29	100.0	28.85
Prior Lake	2.0	0.04	83.0	3.19

Savage	6.0	0.12	60.0	6.92
Shakopee	7.0	0.13	98.0	13.19
				94

Total Transit Stops

Total Transit Stops 52.0

Housing Performance Score

Total Housing Score 93.67

Housing Performance Score

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.
If text box is not showing, click Edit or "Add" in top right of page.

Response:

The Transportation Policy Plan states that people and businesses prosper by using a reliable, affordable, and efficient multi-modal transportation system that connects them to destinations throughout the region and beyond. This Project will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities. Major transit investments like transit ways and transit centers also need to be highly accessible for pedestrians and bicyclists.

(Limit 2,100 characters; approximately 300 words)

Upload map:

Measure A: Description of emissions reduced

Response:

Currently Burnsville Transit Station (BTS) does not have a parking ramp elevator. Therefore, customers with disabilities are forced to find parking within the limited surface lot area or take the stairs which can be an impossible task for riders in wheelchairs. The purpose of this project is to ensure that all customers that use the BTS parking ramp have the same accessibility to all levels of the ramp.

The installation of an elevator will provide a benefit for customers with either long-term or short-term disabilities and allow for easy access to the parking ramp. The project will extend safety measures and provide a healthy alternative to customers that require assistance.

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

MVTA operates 169 buses, ranging in size from cutaways to 45-foot coaches, with a peak weekday pullout of 132 buses and 1,000 weekday platform hours. Service operates seven days per week, close to 24-hours per day. MVTA provided almost 2.8 million rides on 34 routes in 2019, with an average of 10,000-weekday riders and 1,500-weekend riders per day. About one million of the services provided starts from Burnsville Transit Station (BTS). The installation of the elevator and having accessibility to all levels of the ramp will likely attract new riders.

Response

According to the Transportation Policy Plan, regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities. With the installation of an elevator at Burnsville Transit Station, MVTA will be creating equal access to all amenities in the building. Buses that leave the BTS transit station reaches customers in the low-income area. The Policy Plan states we should provide people of all ages and abilities with a transportation system that connects them with jobs, schools, and opportunities. It has become a necessity that an elevator is installed to aid customers in exiting all levels at BTS transit station parking ramp. This project is consistent with Thrive MSP 2040.

The provided project cost is for multi-passenger elevator installation and enclosure construction. In order to ensure that no customer is trapped in the elevator during an emergency, a backup power generator has been included in this project to assure the elevator and facility can remain operational at all times. The generator will also assure that transit operations and customer service can provide service to our customers. Included in

the cost is a utility room that is necessary for custodial and supplies storage needs. It is necessary to cross a road to get from the parking ramp to the bus bays. Dollars have been included in this request to improve signage at these pedestrian crossings.

The advantages to installing an elevator within the parking structure are: easy access to all levels, additional parking spaces/capabilities for customers with disabilities, and a convenient transportation method for customers to use when/if needed. The installation of an elevator will provide a benefit for customers with either long term or short-term disabilities and allow for easy access to the parking ramp. The project will extend safety measures and provide a healthy alternative to customers that require assistance.

There is a multi-level apartment complex and a daycare center in the same vicinity with BTS. Tenants or visitors of the complex and customers at the daycare will have to use the same road access to get to their buildings. This makes the roadway busy with traffic exiting and entering the area.

MVTA's parking ramp is across the road from where customers enter the bus to go to their destination. Due to the busy road and vehicles not stopping frequently for customers to cross and make it to their buses on time, MVTA would like to install pedestrian crossing signages. This will ensure that vehicles will always come to a complete stop and customers have the right of way and can safely cross the road. This ensures that safety measures are taken to protect our customers and others.

MVTA caters heavily to suburban users traveling to

Minneapolis and Saint Paul, with 96 percent of its express ridership traveling to these locations. BTS plays a vital role in the movement of passengers to and from the Twin Cities metropolitan area and the southern metropolitan suburbs. Enhancements to service reliability remains a key factor. When reviewing service expansion and/or micro-transit models; MVTA has to recognize our limitation due to no elevator accessibility to the parking ramp.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

There is a multi-level apartment complex, daycare center, and business facilities in the same vicinity as Burnsville Transit Station (BTS). Apartment tenants/visitors, daycare customers, and business employees utilize the same entrance and exit as transit customers. This amount of traffic congestion is not ideal; however, MVTA plans to minimize the risk by installing additional pedestrian crossing signage. The added signage will be installed with the intent to stop traffic when a pedestrian nears the crosswalk.

MVTA also provides bike storage at BTS for customers; this area will be modernized if awarded funds.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

Attach Layout

1588192025985_BTSModernization_Elevator LayoutMap.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

Meeting with partner agencies:

Targeted online/mail outreach: 04/20/2020

Number of respondents: 250

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need. Yes

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Response (Limit 2,800 characters; approximately 400 words):

An estimated 250 people responded to MVTA's Spring 2020 survey. Of the people surveyed, 86% believe that transit station should be accessible to everyone and 80% agreed that elevators are needed at transit stations. Burnsville Transit Station (BTS) is MVTA's largest facility (including the highest ridership); however, the parking ramp does not include elevators. This circumstance limits the accessibility to our customers, endangers customers, and puts MVTA at risk.

Measure: Cost Effectiveness

Total Annual Operating Cost:	$262,806.78
Total Annual Capital Cost of Project	$16,400.00
Total Annual Project Cost	$279,206.78

Assumption Used:

An average of three (3) years of operating expenses were used to calculate the Annual operating Cost

The Total Annual Capital Cost of Project is based upon the FTA's Years of Useful Life - Park & Ride - Structure - 50 years.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
BTS Modernization_Letter of Support-Dan Kealey.pdf	BTS-Letter of Support_Dan	90 KB
BTS Modernization_Letter of Support-Elizabeth Kautz.pdf	BTS-Letter of Support_Elizabeth	124 KB
BTS Modernization_RegionalEconomy.pdf	BTS Modernization Regional Economy Map	5.0 MB
BTSElevatorInstall_OnePageProjectSummary.pdf	BTS-One Page Project Summary	347 KB
CityofBurnsville_2030TransportationPlan_ChapteVIII.pdf	Transportation Plan-City of Burnsville	10.4 MB
Dakota County Local Match Letter_BTSModernization-ElevatorInstall.pdf	BTS-Dakota County_Local Match Letter	111 KB
DakotaCounty_2030TransportationPlan_Chapter5_MVTA.pdf	Transportation Plan-Dakota County	2.1 MB
MinneapolisSaintPaul_2040TransportationPolicyPlan-Chapter2.pdf	Transportation Plan-Minneapolis_St Paul	2.9 MB
MVTACommitmentLetter_BTSModernizationElevatorInstall.pdf	BTS-MVTA Commitment Letter	130 KB
MVTAStrategicPlan.pdf	BTS-MVTA Strategic Plan	7.0 MB
MVTA_LocalMatchLetter_BTSModernization-ElevatorInstall.pdf	BTS-MVTA_Local Match Letter	128 KB
Survey Monkey Results.pdf	BTS-Survey Monkey	72 KB

Minnesota Valley Transit Authority

ADA Policy

I. ABOUT THE POLICY

Minnesota Valley Transit Authority (MVTA) Policy on Accessibility and Compliance with the Americans with Disabilities Act of 1990 and related State of Minnesota Statutes as Amended, December 10, 2014.

It is the policy of the MVTA to implement the legal requirements of the Federal and State governments in a manner so as to meet the following goals:

1. To encourage individual and dignified use of the transit system with minimal assistance from transit system employees, contractors, and other users.
2. To expedite the safe and efficient boarding, transporting, and alighting of all passengers, regardless of mobility status.
3. To adapt to a wide range of mobility aids within the physical limitations of current vehicles and available commercial standard equipment.
4. To minimize any potential damage to mobility aids from the onboard securement system.

To accomplish this policy, the following specific actions have been adopted the 28th day of June, 2006, revised the 24th day of January, 2007, revised the 31st day of October, 2012, revised the 10th day of December 2014 and revised on the 29th day of April 2020.

II. APPLICATION OF POLICY

This policy applies to MVTA services, facilities, and vehicles. This includes all contracted services operated by other private and public operators. This policy is not intended to suggest or require compliance by other operating entities, including Metro Transit, other Metropolitan Council general public service providers, or Metro Mobility and its contracted agencies and operators.

III. FACILITY AND VEHICLE DESIGN REQUIREMENTS

All MVTA facilities and vehicles shall meet or exceed the minimum requirements for accessibility, including but not limited to 49 CFR Parts 27, 37, and 38, MN Stat. Ch. 299A, and MN Rules Ch. 7450. MVTA shall exceed the minimum requirements in the following way(s): All transit vehicles shall be equipped with two forward-facing securement positions, including those vehicles 22 feet long and under. Transit vehicles may be equipped with one or more combination positions which shall provide a compliant forward-facing position and a rear-facing position which need not include a compliant occupant-restraint system when used in the rear-facing manner. All vehicles shall be equipped with a kneeling feature if that feature is offered by the manufacturer.

IV. VEHICLES DESIGN RECORDS

Records will be maintained describing the lift and securement equipment on each MVTA transit vehicle. This information will include the design capacity of the devices to allow determination of what vehicles may be able accommodate passengers in various types of non-conforming mobility aids.

V. VEHICLE ASSIGNMENT

The assignment of particular vehicle types will be made on the basis of total ridership demand. Recognizing that certain vehicle types may be available to only one MVTA contractor, buses cannot and will not be assigned on the basis of their accessibility features. Given the sensitivity of certain passengers using mobility

aids to particular vehicle designs, however, staff will work with those passengers to alert them to changes in the vehicle assignments as they affect accessibility features when quarterly and special service changes are made.

VI. MOBILITY AID

Mobility aids belong to any class of two-, three- or more-wheeled devices, usable indoors, designed or modified for and used by individuals with mobility impairments, whether operated manually or powered.

VII. BOARDING

Passengers who use mobility aids requiring the deployment of the lift or ramp will board prior to other passengers, unless the passenger requests otherwise. Operators are required to kneel the bus if requested and so equipped, or to deploy the lift or ramp if requested, even if the passenger is not using a mobility aid. Operators are required to directly assist passengers upon request by briefly pushing the mobility aid (including up a steeply sloped vehicle ramp), and by properly operating the vehicle lift/ramp and securement systems. At locations where there is no curb or sidewalk, operators may require passengers to move their mobility aid a short distance to allow for proper and safe deployment of the lift or ramp.

A personal care attendant is permitted to accompany the passenger on the vehicle lift/ramp if requested, provided the combined weight of the passenger, mobility aid, and attendant does not exceed 600 pounds. The attendant is not permitted to operate the lift or ramp.

VIII. FARES

Fares for users with limited mobility are set by the Metropolitan Council. Riders must display a qualifying identification card, as determined by the Council, upon request of the operator. Operators must assist with fare payment upon request. It is the responsibility of passengers requiring fare payment assistance to have their fare ready and in a convenient location. A personal care attendant accompanying a qualified passenger rides for free.

IX. PRIORITY SEATING/SECUREMENT AREA

A priority seating area shall be designated at the front of each vehicle for passengers with limited mobility not using a secured mobility device. Operators are required to ask passengers occupying these seats to vacate them upon request of boarding passengers. Operators are not required to enforce the priority seating designation beyond making such a request.

An area shall be designated close to the lift or ramp entrance for the securement of mobility aids. If this area is occupied by ambulatory passengers and a passenger in a mobility aid boards the vehicle, operators will request those passengers to relocate, and passengers are required to relocate upon the operators request, unless the bus is already so full that those ambulatory passengers would be unable to safely stand.

X. SECUREMENT AND RESTRAINT

It is MVTA policy that mobility aids be secured by the operator while onboard MVTA vehicles. The standard for securement is that operators must make their best effort to secure the chair, not securement to the satisfaction of the operator. Operators will receive training in the proper securement of mobility aids both in

the hiring process and in regular in-service retraining. A personal care attendant may assist in the securement procedure but the operator must always examine the securements before proceeding.

A conforming lap and shoulder belt shall be provided in the forward-facing securement areas. It shall be recommended to all passengers riding in a secured mobility aid that they be restrained using the lap and shoulder belt, however, it will not be required.

Mobility aids placed in an approved rear-facing position shall be secured by the design of the position which may be entirely passive or include a securement strap to restrict lateral movement. In the latter case, deployment of the securement strap either by the operator, the passenger, or an attendant is required, and operator inspection of the strap deployment is required if it is deployed by the passenger or an attendant.

A conforming lap and shoulder belt need not be provided for the rear-facing use of a combination position and even if such a lap and shoulder belt is provided, it is not required to be used except on request of the passenger. Passengers requesting use of the lap and shoulder belt must be carried in a forward-facing position if a conforming lap and shoulder belt is not available for a rear-facing position.

XI. TRANSFER TO FIXED SEATING

Operators shall recommend that users of scooter type conforming mobility aids transfer to fixed seating and allow only the mobility aid to be secured to the bus; furthermore, operators may recommend that users of other particular mobility aids transfer if they believe it to be in the passenger's safety interest due to the design of the mobility aid. Under no circumstance may operators require a transfer, even if the mobility aid is not able to be secured to the operator’s satisfaction. Operators are required to use their best effort to secure all mobility aids whether occupied or not.

XII. WHEELCHAIR SECUREMENT TRAINING PROGRAM

Staff shall implement a program for users of mobility aids to improve operators’ ability to correctly secure mobility aids. This program may include but not be limited to marking of preferred attachment points for securement devices, attachment of tether straps where appropriate attachment points are not available, and passenger training on identifying preferred securement methods to operators on vehicles with different securement systems.

XIII. SERVICE ANIMALS

Persons with a disability requiring the use of a service animal shall be permitted to board with such animal. Operators are permitted to request that persons traveling with a service animal identify that the animal is performing a service function either by verbal or visual means, including but not limited to identifying equipment or markings attached to the animal.

XIV. ANNOUNCING OF STOPS

Operators are required to announce inside the bus all upcoming time points, transfer points that are not time points, and stops at signalized intersections, as well as any other stops requested by riders.

Operators are required to announce both the stop location and any transfer routes. MVTA staff will develop a program to identify to operators those stops that must always be announced.

Operators are required to announce to persons outside the bus at stops the route number, plus the direction and destination where necessary to clearly identify the trip to waiting passengers.

Operators are required to use provided public address systems to make these announcements, except on 25-foot and smaller buses where announcements may be made without the use of the public address system provided the announcements can be clearly heard throughout the bus.

XV. ALIGHTING

Passengers who use mobility aid devices will ordinarily alight after other passengers at the same stop. Operators are required to kneel the bus if requested and so equipped, or to deploy the lift or ramp if requested, even if the passenger is not using a mobility aid. Operators are required to assist passengers upon request. At locations where there is no curb or sidewalk, operators may suggest an alternate stop to allow for easier deployment of the lift or ramp; however, operators are required to allow passengers to alight at their requested stop unless doing so is likely to damage the lift/ramp or prevent it from operating properly.

XVI. USE OF ACCESSIBILITY DEVICES BY RIDERS NOT USING A MOBILITY AID

Operators shall operate the vehicle lift/ramp and/or kneeling feature upon request for all passengers. This includes use of the lift/ramp for strollers. The mobility aid securement system may only be used to secure a mobility aid. The lap-and-shoulder belt may only be used to restrain a passenger riding in a secured mobility aid.

XVII. REPLACEMENT VEHICLES

If there is a failure of the lift/ramp or securement devices, a replacement vehicle must be dispatched if the next trip to the destination of any passenger using a mobility device is scheduled in more than 30 minutes. If the next trip to the destination of any passenger using a mobility device is scheduled in 30 minutes or less, a replacement vehicle may be dispatched if available.

Population/Employment Summary

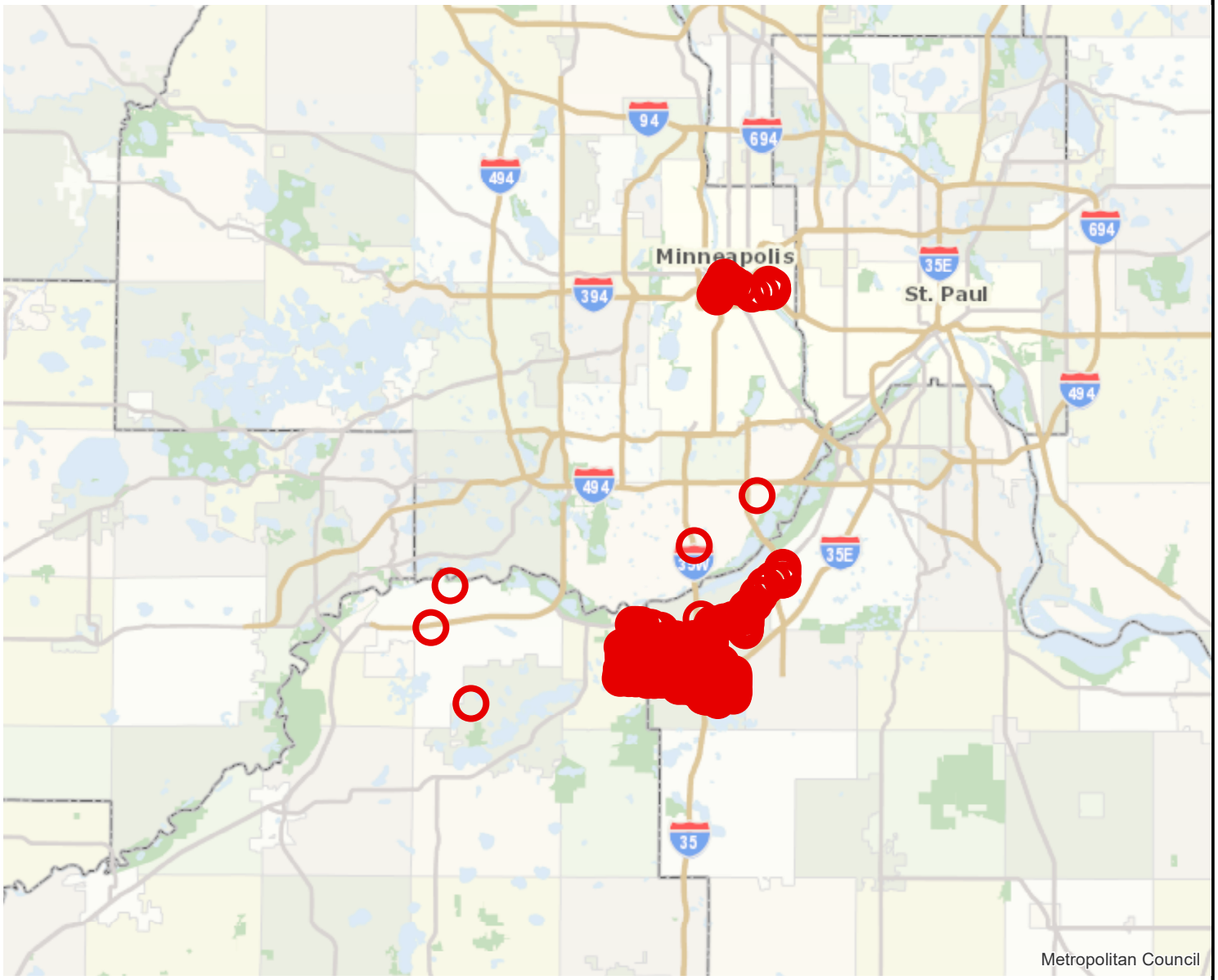
Transit System Modernization Project: Burnsville Transit Station (BTS) Modernization | Map ID: 1585937677506

Results

Within QTR Mile of project:
Total Population: 141151
Total Employment: 269485
Postsecondary Students: 1310

Within HALF Mile of project:
Total Population: 187412
Total Employment: 300579
Postsecondary Students: 64490

Within ONE Mile of project:
Total Population: 285560
Total Employment: 359866



Project Points
Project Area
Project

0 4 8 16 24 32 Miles

Created: 4/3/2020
LandscapeRSA4

For complete disclaimer of accuracy, please visit
https://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

Population/Employment Summary

Transit System Modernization Project: Burnsville Transit Station (BTS) Modernization | Map ID: 1585923585437

Results

Within QTR Mile of project:
Total Population: 1938
Total Employment: 5690
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 9481
Total Employment: 10952
Postsecondary Students: 0

Within ONE Mile of project:
Total Population: 17238
Total Employment: 14839

Project Points
Project
Project Area
2016 TAZ

0 0.25 0.5 1 1.5 2 Miles

Created: 4/3/2020
LandscapeRSA4

For complete disclaimer of accuracy, please visit
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METROPOLITAN COUNCIL

Transit Connections

Transit System Modernization Project: Burnsville Transit Station (BTS) Modernization | Map ID: 1585937677506

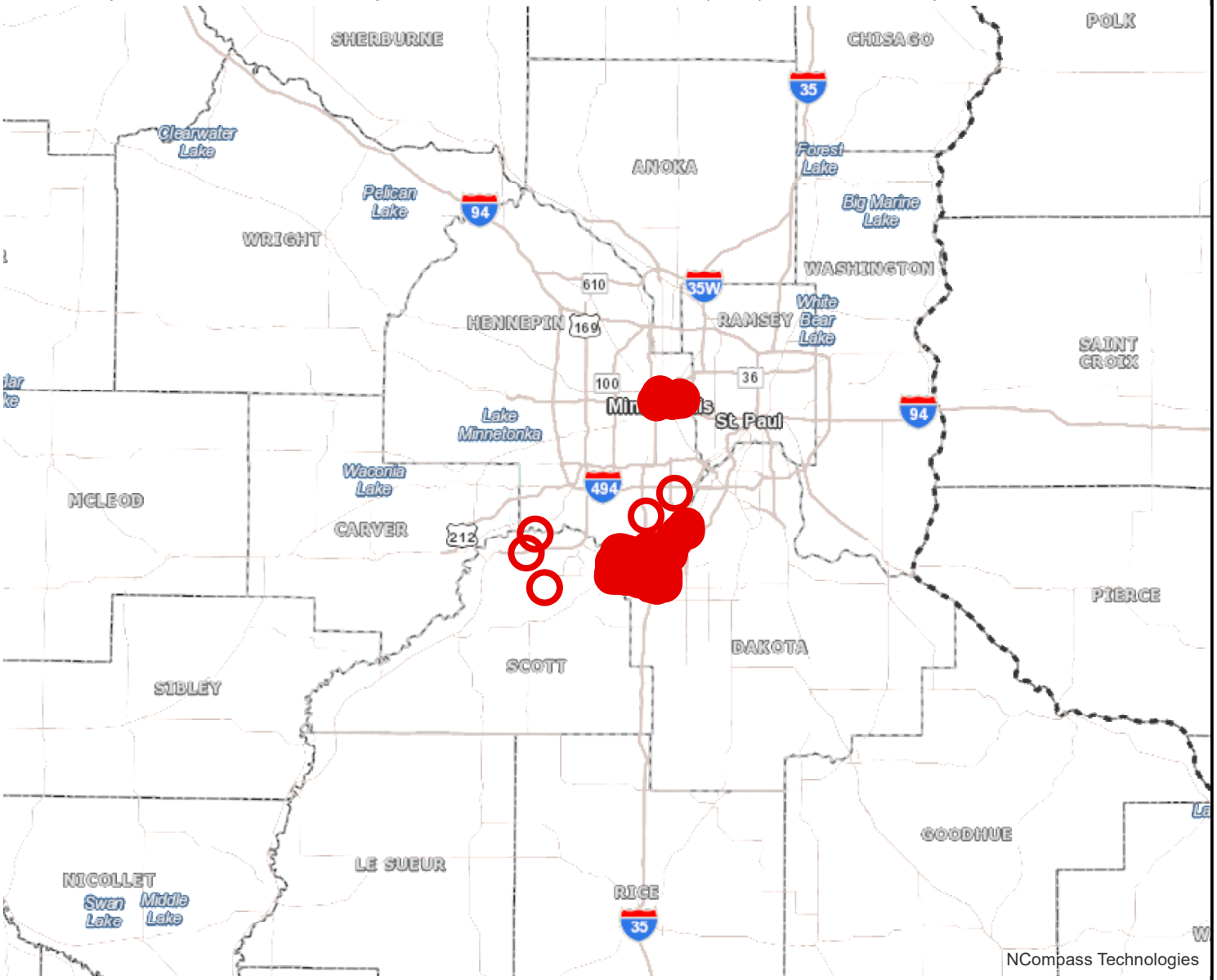
Results

Transit with a Direct Connection to project:
10 11 120 121 134 14 141 17 18 19 2
22 25 250 264 270 3 353 4 411 440 442
444 445 460 477 490 495 497 499 5 515 535
538 539 54 540 553 578 597 6 600 61 645
663 664 667 670 690 698 7 721 747 755 756
760 761 763 764 765 766 768 774 776 781 790
795 824 850 852 865 9 901 902 903 923 94

*Penn Avenue
*West Broadway Avenue
*Central Avenue NE
*American Boulevard
*Hennepin Avenue
*Chicago/Emerson-Fremont
*West Broadway
*Nicollet-Central
*Red Line
*Orange Line Extension
*Orange Line
*Highway 169
*Highway 36
*I-35 W North
*Green Line
*Blue Line
*Nicollet Ave
*Riverview

**indicates Planned Alignments*

Transit Market areas: 1, 2, 3, 4, 8



Project Points
Project
Project Area

0 5 10 20 30 40 Miles

Created: 4/3/2020
LandscapeRSA3

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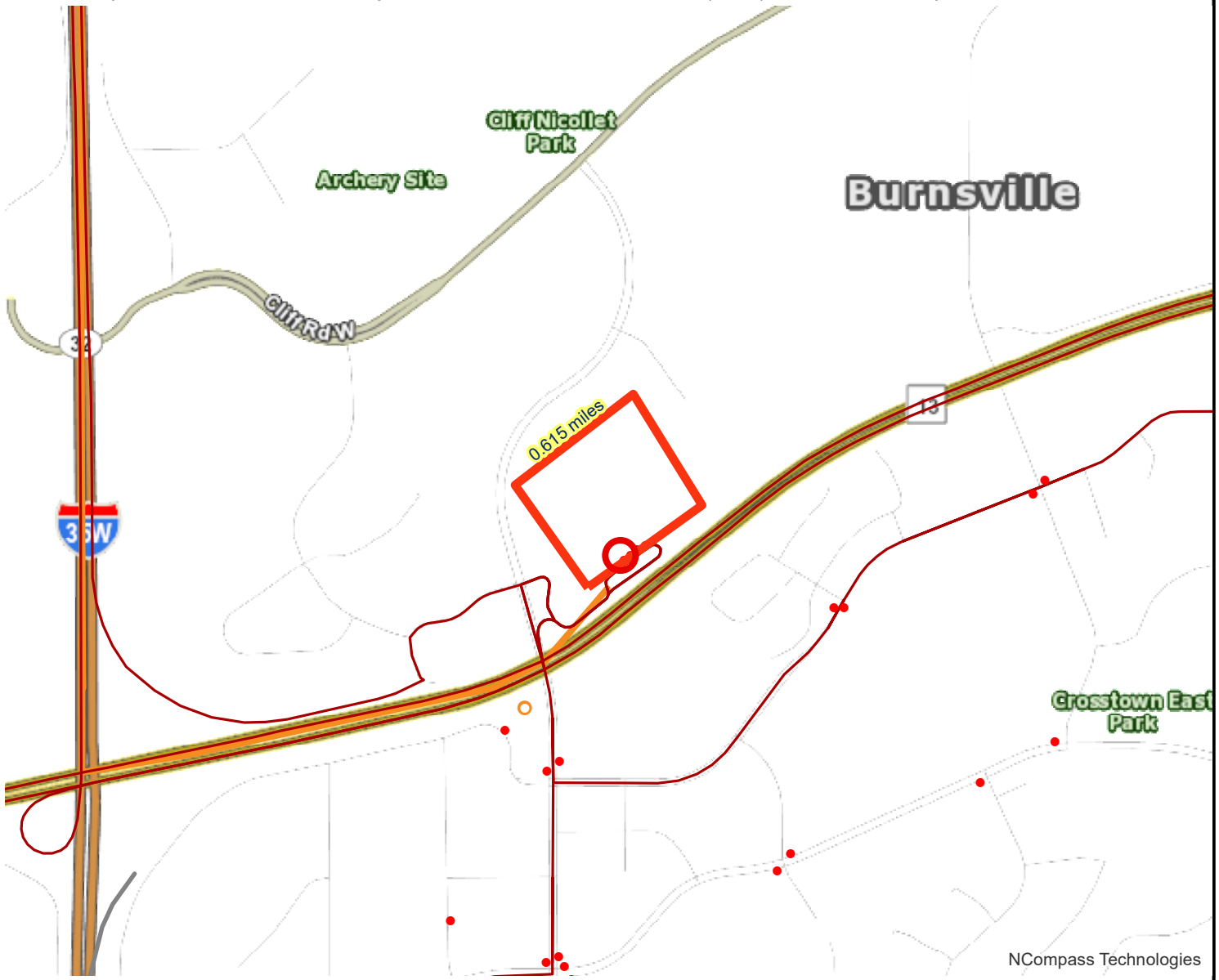
METROPOLITAN COUNCIL

Transit Connections

Transit System Modernization Project: Burnsville Transit Station (BTS) Modernization | Map ID: 1585923585437



Results

Transit with a Direct Connection to project:
444 460 495
*Orange Line

**indicates Planned Alignments*

Transit Market areas: 3

Project Points
Project
Project Area
Active Stop
Planned Transitway Stations
Orange Line
Transit Routes
Orange Line
TBD

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 4/3/2020
LandscapeRSA3

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METROPOLITAN COUNCIL

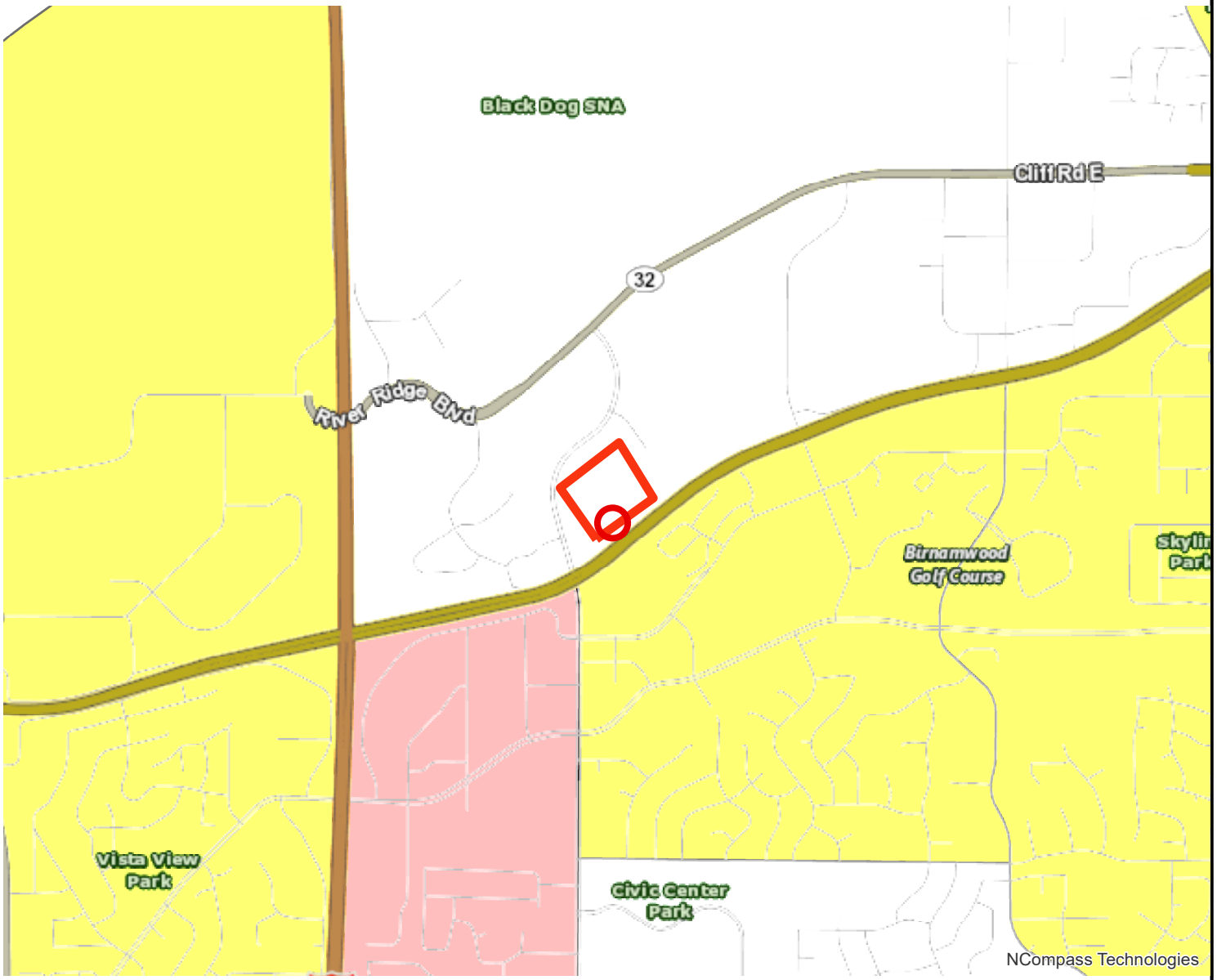
Socio-Economic Conditions

Transit System Modernization Project: Burnsville Transit Station (BTS) Modernization | Map ID: 1585923585437

Results

Project located in
a census tract that is below
the regional average for
population in poverty
or populations of color,
or includes children,
people with disabilities,
or the elderly:
(0 to 12 Points)

Tracts within half-mile:
60711 60737 60748



Points
Lines
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 4/3/2020
LandscapeRSA2

METROPOLITAN COUNCIL

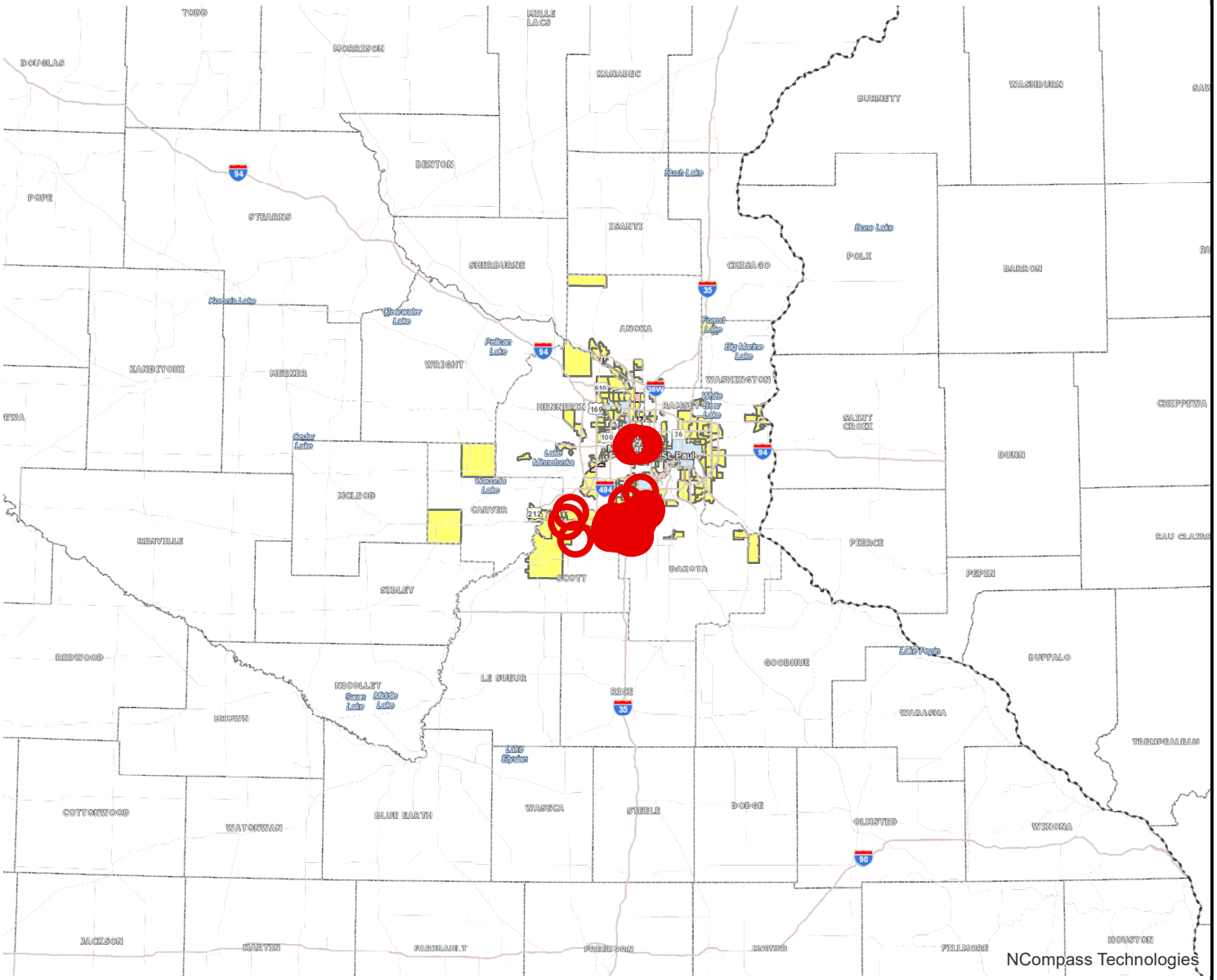
Project located **IN** Area of Concentrated Poverty?

(0 to 24 Points)

Tracts within half-mile:
3800 5901 5902
25100 25201 25302
25403 25702 25801
26018 60709 60710
60711 60713 60714
60721 60725 60735
60737 60738 60739
60741 60742 60743
60745 60746 60747
60748 60750 60811
80100 80201 80202
80203 80205 80301
80302 80903 103000
103600 103700 103900
104000 104400 104800
104900 105201 105204
105400 105600 105700
106200 125500 125600
126100 126200

Socio-Economic Conditions

Transit System Modernization Project: Burnsville Transit Station (BTS) Modernization | Map ID: 1585937677506



NCompass Technologies

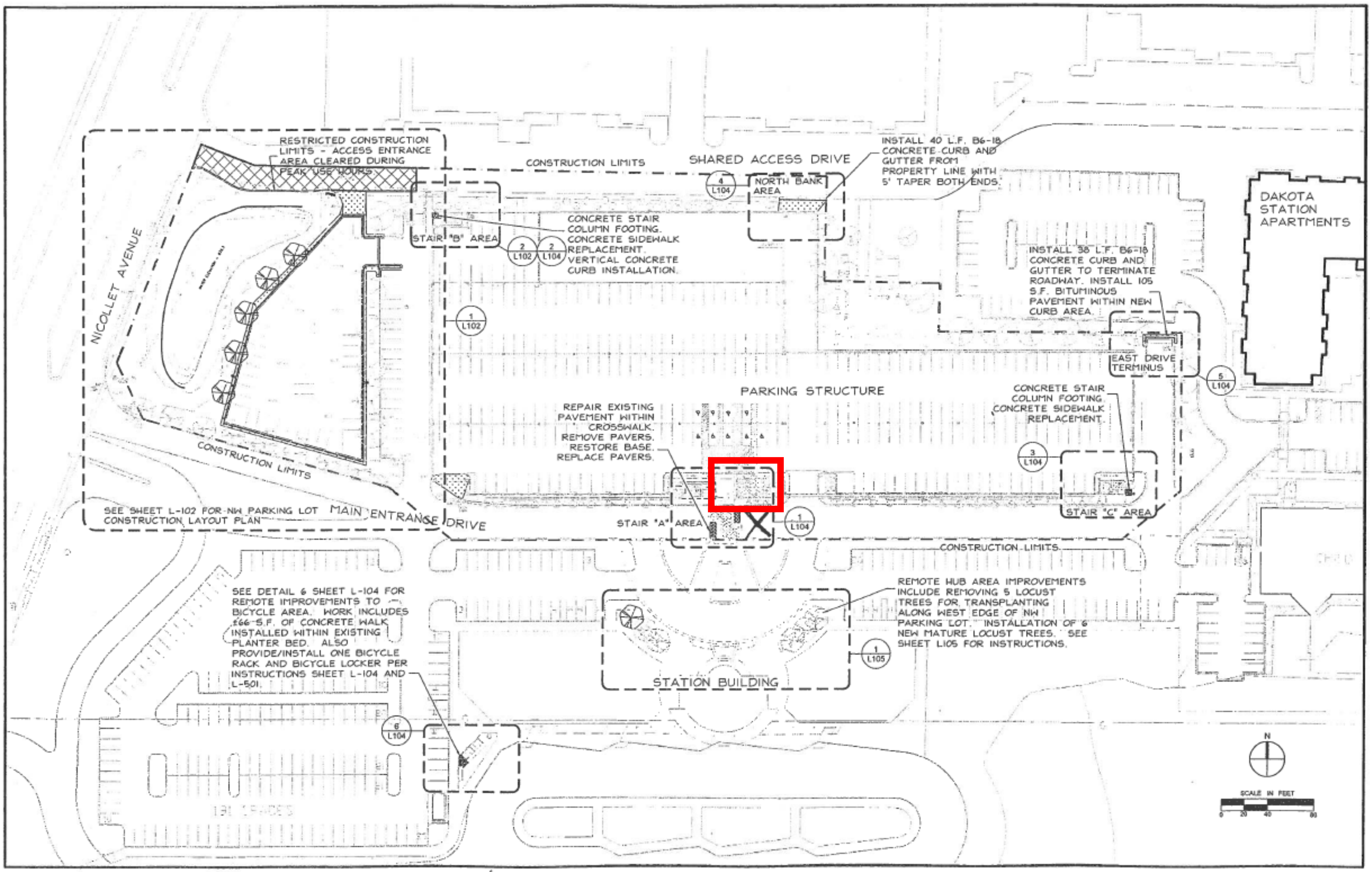
Points
Lines
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 15 30 60 90 120 Miles

Created: 4/3/2020
LandscapeRSA2

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL



BID DOCUMENT

REV. NO.	DATE	DESCRIPTION
	05.11.01	ISSUED FOR BID

DESIGN FILE:
DRAWN BY: GS
DESIGN BY: GS
CHKD BY: JL
PLOT SCALE: 1:1
DATE: 05.11.01

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINN.
DATE: 05.11.01 REG. NO. 18849

LSA DESIGN
Suite 600
250 third Avenue North
Minneapolis, MN 55401
Telephone 612.339.8729
Facsimile 612.339.7433

CONSULTANT:

BURNSVILLE TRANSIT STATION
PHASE III - PARKING DECK EXPANSION
Minnesota Valley Transit Authority
100 E. Highway 13
Burnsville, MN 55337
Telephone 612.882.7500
Facsimile 612.882.7600

DWG. NAME
WORK REFERENCE PLAN

SHEET:
L103

S.P. 090-595-01

City Of Burnsville
952-895-4400
100 Civic Center Parkway • Burnsville, Minnesota 55337-3817 www.burnsvillemn.gov

April 23, 2020

Minnesota Valley Transit Authority
Luther Wynder, Chief Executive Officer
100 East Highway 13
Burnsville, MN 55337

RE: Letter of Support for the Modernization of Burnsville Transit Station
2020 Regional Solicitation Application

Dear Mr. Wynder:

I would like to extend support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the modernization of Burnsville Transit Station (BTS).

The BTS Modernization Project will consist of a parking ramp multi-passenger elevator. The parking structure at BTS was constructed in phases and an elevator was not included within these planned phases. MVTA is seeking funding to install an elevator and back-up power generator onsite; construction will also include an enclosure to be used as a utility room and to provide additional storage.

The importance of a parking ramp elevator is to assist customers with disabilities and to provide a comfortable means to accessing transit. BTS has 1,300 parking spaces and annual ridership is approximately 1 million.

I appreciate your efforts to secure funding for the modernization of the transit facility and I am supportive of MVTA moving forward with this project.

Sincerely,

Dan Kealey
City Council Member
MVTA Board Commissioner

City Of Burnsville
952-895-4400
100 Civic Center Parkway • Burnsville, Minnesota 55337-3817
www.burnsvillemn.gov

April 23, 2020

Minnesota Valley Transit Authority
Luther Wynder, Chief Executive Officer
100 East Highway 13
Burnsville, MN 55337

RE: Letter of Support for the Modernization of Burnsville Transit Station
2020 Regional Solicitation Application

Dear Mr. Wynder:

I would like to extend support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the modernization of Burnsville Transit Station (BTS).

The BTS Modernization Project will consist of a parking ramp multi-passenger elevator. The parking structure at BTS was constructed in phases and an elevator was not included within these planned phases. MVTA is seeking funding to install an elevator and back-up power generator onsite; construction will also include an enclosure to be used as a utility room and to provide additional storage.

The importance of a parking ramp elevator is to assist customers with disabilities and to provide a comfortable means to accessing transit. BTS has 1,300 parking spaces and annual ridership is approximately 1 million.

I appreciate your efforts to secure funding for the modernization of the transit facility and I am supportive of MVTA moving forward with this project.

Sincerely,

Elizabeth B. Kautz
Mayor

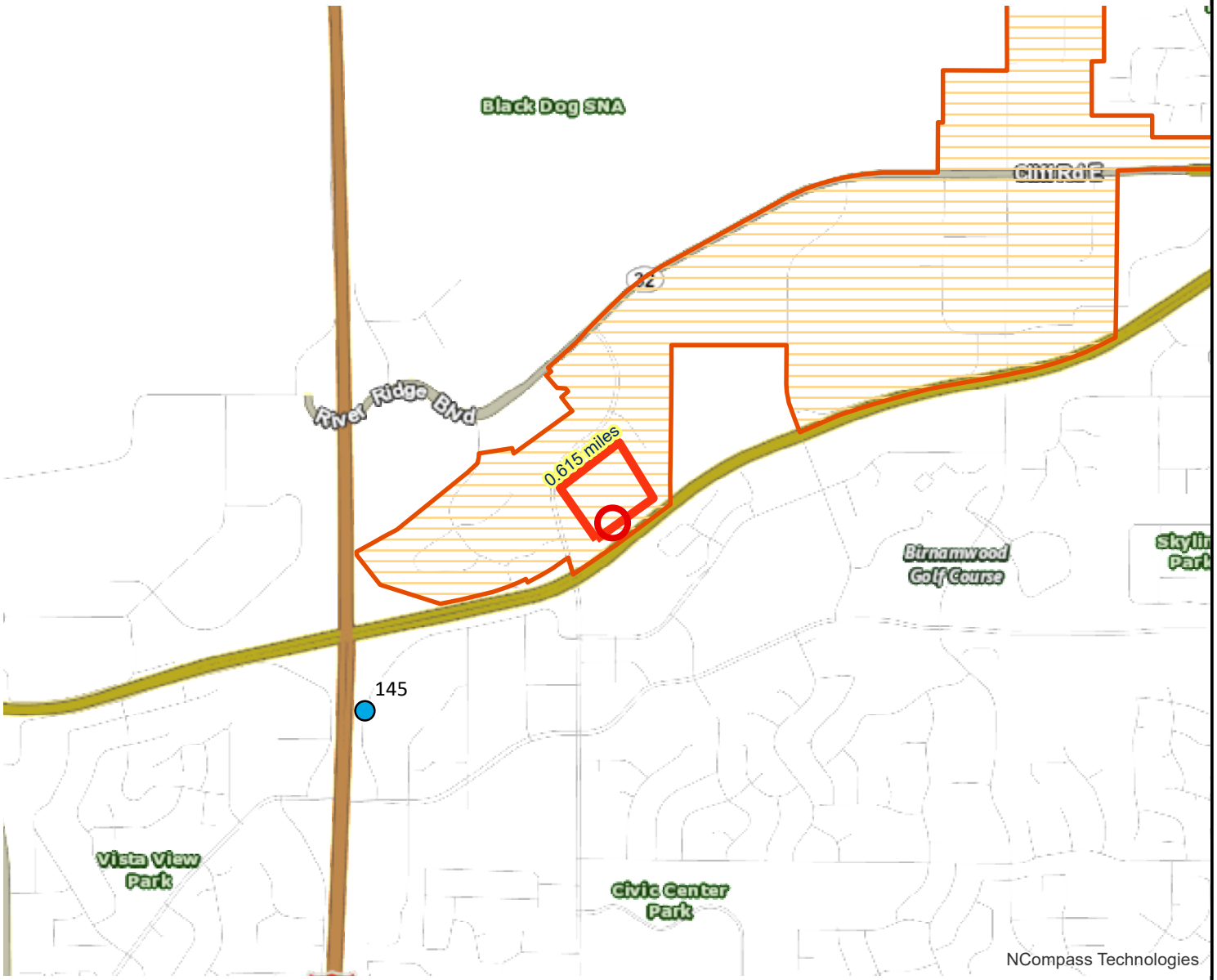
Regional Economy

Transit System Modernization Project: Burnsville Transit Station (BTS) Modernization | Map ID: 1585923585437

Results

WITHIN ONE MI of project:
Postsecondary Students: 145

Total Population: 17238
Total Employment: 14839
Mfg and Dist Employment: 3482



Project Points
Project
Postsecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 4/3/2020
LandscapeRSA5

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

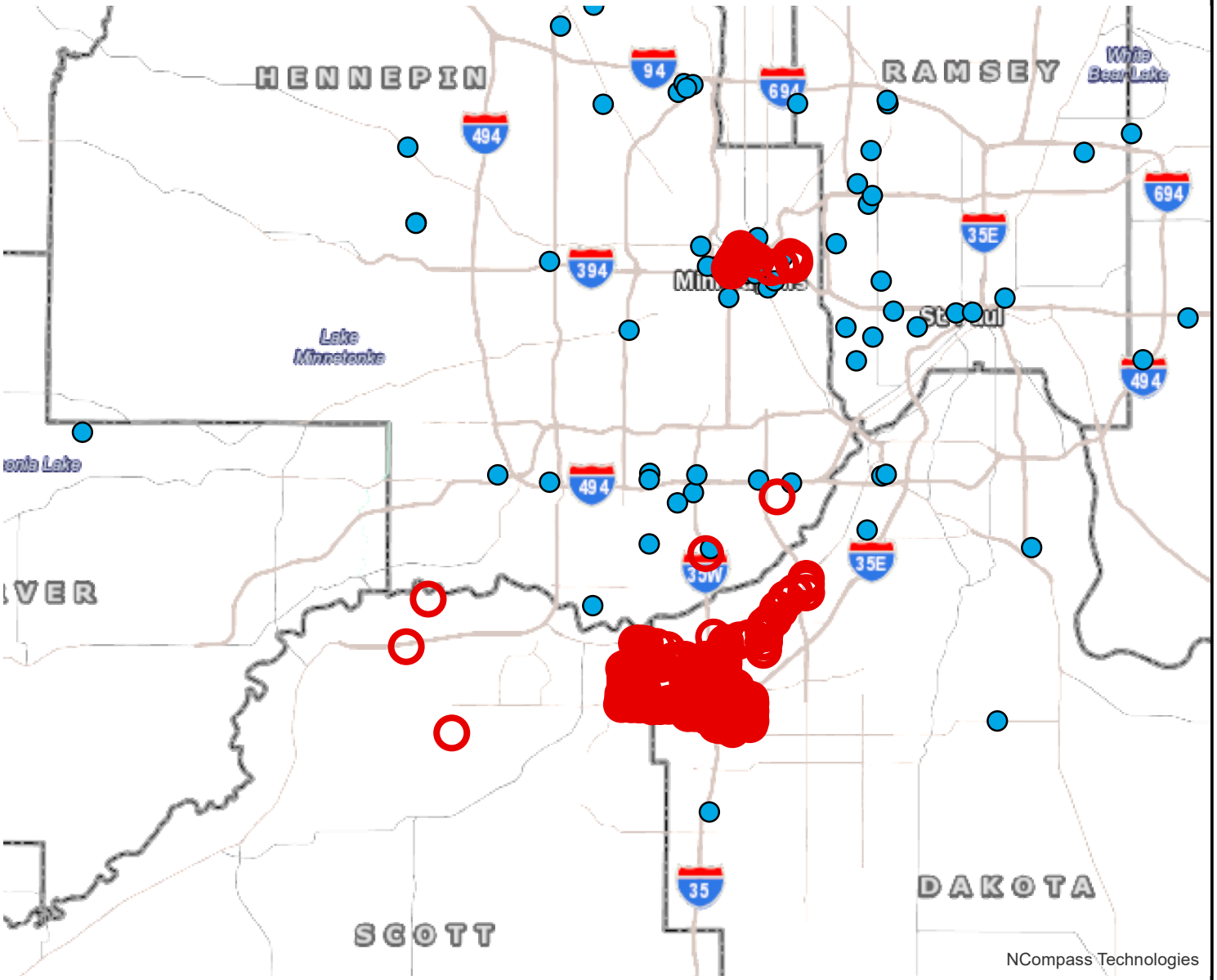
Regional Economy

Transit System Modernization Project: Burnsville Transit Station (BTS) Modernization | Map ID: 1585937677506

Results

WITHIN ONE MI of project:
Postsecondary Students: 145

Total Population: 17238
Total Employment: 14839
Mfg and Dist Employment: 3482



Project Points
Postsecondary Education Centers
Project

0 3.5 7 14 21 28 Miles

Created: 4/3/2020
LandscapeRSA5

METROPOLITAN COUNCIL

2020 Regional Solicitation
Burnsville Transit Station (BTS) Elevators
Date: February 21, 2020

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities and provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

BTS was constructed in 1995 with a transit station and surface parking lots. In 1997, a parking deck was built to accommodate this customer needs; and this process was repeated in 2002 when a second deck was added. Today the site has 1,300 parking spaces and annual ridership of just over 1 million. This park and ride grew in phases, resulting in a passenger elevator never being included in the construction. Currently all customers parking on the upper levels are required to use stairways for egress. The Metropolitan Councils Thrive MSP 2040 Transportation Policy Plan states we should provide people of all ages and abilities with a transportation system that connects them with jobs, schools and opportunity. An elevator is necessary to assure accessibility for all customers to egress the three-level parking structure and is consistent with this plan.

The provided project cost is for a multi-passenger elevator installation and enclosure construction. A backup power generator has been included in this project to assure the elevator and facility can remain operational during emergencies. The generator will also assure that transit operations and customer service are able to provide service to our customers. Included in the cost is a utility room that is necessary for custodial and supply storage needs. It is necessary to cross a road to get from the parking ramp to the bus bays. Dollars have been included in this request to improve signage at these pedestrian crossings.

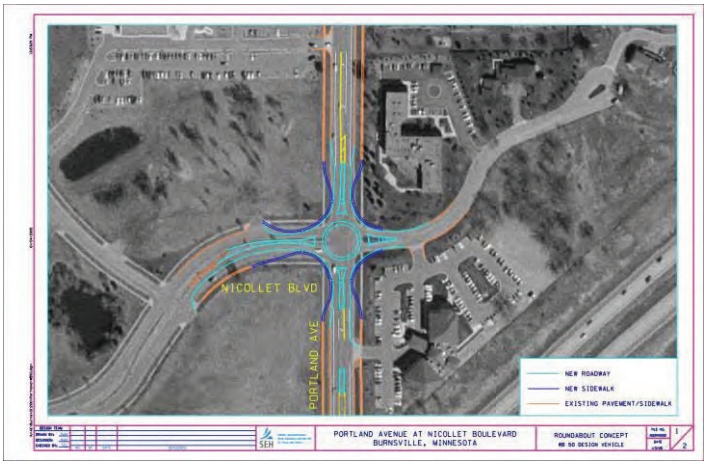
FUNDING REQUEST

The total project amount is $820,000; the requested federal portion is $656,000 and the requested local match (20%) is $164,000.

CHAPTER VIII – TRANSPORTATION PLAN

Our Vision… "People find Burnsville a community with an effective, multi-modal transportation system connecting people and goods with destination points."

Our Objective: Burnsville will play a major role in determining solutions to regional transportation problems, increase capacity for crossing the Minnesota River, reduce traffic congestion and improve traffic flow in Burnsville, expand use of transit service, develop user friendly bike and walking trails which will support recreational opportunities and link people to jobs and business locations.



The City of Burnsville desires to have a sustainable, well integrated transportation system composed of local and regional road networks, mass transit, sidewalks and trails in strategic locations to allow access to shopping, recreation, employment, entertainment, schools, parks, natural areas and other destinations efficiently and quickly with minimal adverse impacts to neighborhoods, the environment or the health and safety of residents, visitors and property owners..

CHAPTER VIII – TRANSPORTATION PLAN

TABLE OF CONTENTS **Page**

CHAPTER VIII – TRANSPORTATION PLAN

TABLE OF CONTENTS **Page**

FIGURES

CHAPTER VIII – TRANSPORTATION PLAN

TABLE OF CONTENTS **Page**

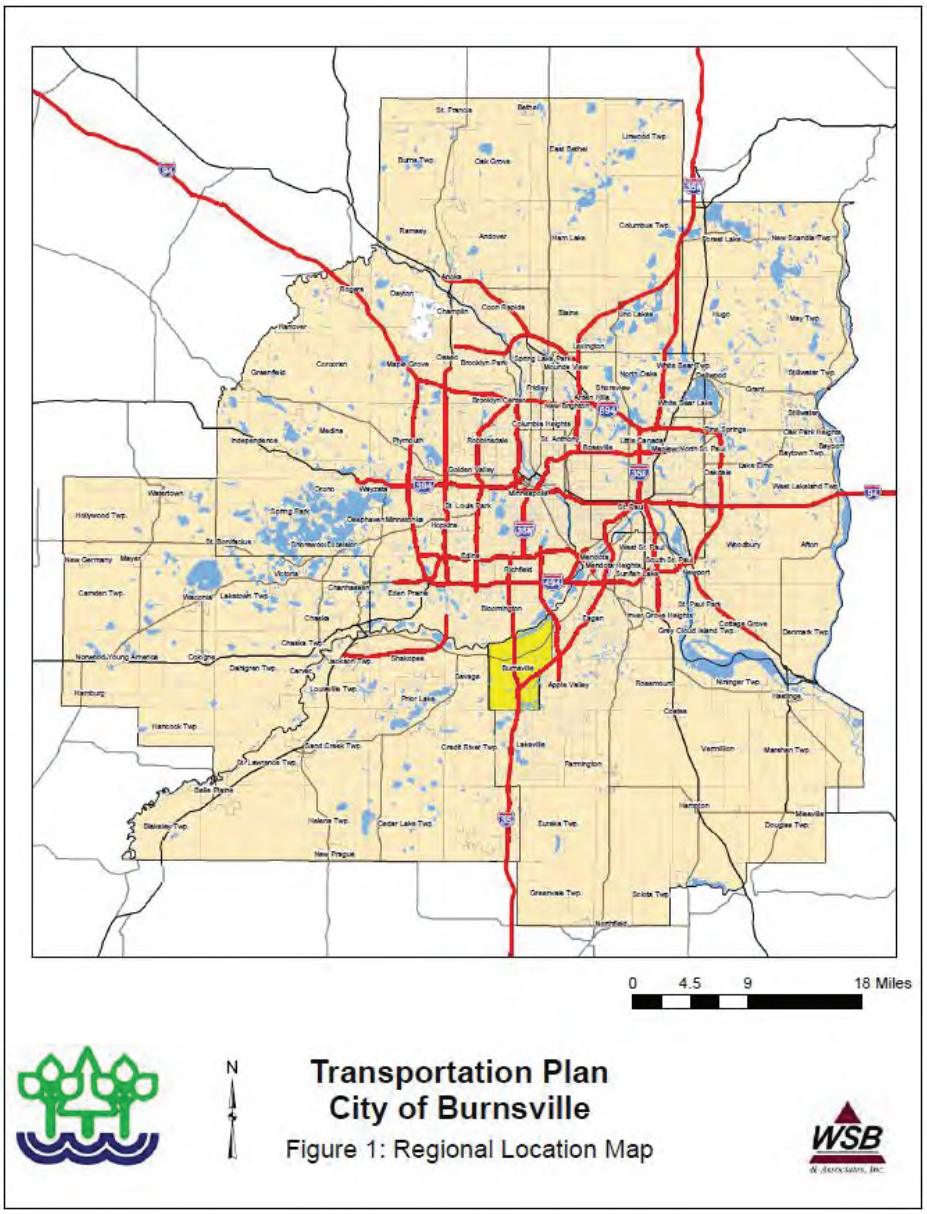
FIGURES *Continued…*

CHAPTER VIII – TRANSPORTATION PLAN

1.0 EXECUTIVE SUMMARY

Transportation systems facilitate all motorized and non-motorized movement through Burnsville, determine the interconnectivity that is necessary and include all of the elements that contribute to vehicle and pedestrian circulation. This chapter provides information about Burnsville's transportation system and provides guidance for decision makers for investments to enhance and maintain the system into the future. The Metropolitan Council updated regional transportation plans with the adoption of the 2030 Transportation Policy Plan (TPP). This chapter identifies how the city's plans are consistent with the regional TPP and incorporate the 2010 Systems Statement requirements.

Burnsville is located south of the Minnesota River which separates the community from the larger Twin Cities Metropolitan Area. Interstate I-35W bisects the city and is the major access corridor and transportation link between Burnsville and the regional center of Minneapolis. Interstate 35E connects to I-35W in central Burnsville. The access to the interstate highway system has provided strong economic opportunities for the city and contributed to the continued growth and success of the Burnsville Center and surrounding business districts. I-35E is the major access corridor and transportation link between Burnsville and St. Paul. State Trunk Highway 13 bisects the community from north to south and runs parallel with the Minnesota River. These major corridors have established strong market opportunities for local business and an employment base for Burnsville.



Good transportation systems spurred significant residential development from the 1970s through the 1990s. The expansion of the metropolitan region south, east and west of Burnsville has added to traffic congestion along these and other transportation corridors. Today, residents and business feel vulnerable to negative impacts of traffic congestion particularly during peak traffic periods. Part of local traffic problems stem from the city's location and reliance on the automobile to commute to the Twin Cities for employment and entertainment. Residents would like to minimize the impact of through traffic and create a sense of identity at primary entries to the city. There is also a need to increase regional and local transportation alternatives to the automobile. Through the Vision for the 21st Century and 2030 Comprehensive Plan Update processes there was strong support for a system of trails to provide residents with safe and enjoyable access to services, parks, schools, natural areas, the Heart of the City (HOC) and to the future Minnesota River Quadrant (MRQ) area.

An extensive transportation plan is needed to meet Metropolitan Council and state planning requirements while addressing local transportation needs for sustainable and cost effective street, transit, air, freight, navigable waters, bicycle and pedestrian improvements. The goals, policies and strategies identified in this plan provide transportation choices for residents, employees, visitors, and businesses in Burnsville. The ideas explored in the transportation plan can make it more convenient to walk, bicycle, and take transit in order to be less automobile dependent. Ultimately this plan provides for a balanced transportation system that supports neighborhood and county-wide connectivity, and promotes economic development while enhancing the welfare of the community.

1.1 Transportation Plan Objectives

Residents and businesses must be provided with transportation facilities and services which meet mobility needs in a safe, cost effective, sustainable, and efficient manner. In conjunction, transportation facilities need to be planned and constructed so as to limit negative social, environmental, and aesthetic impacts to the greatest degree possible. In addition, residents who cannot or choose not to drive need to have transportation options to meet their daily needs. The primary objectives of the city's Transportation Plan are as follows:

- Provide a guidance document for city staff and elected officials regarding the long range planning and implementation of effective transportation facilities and systems.

- Give residents and businesses background information on transportation issues and allow them to be better informed regarding the city's decision-making on transportation issues.

- Communicate to other government agencies Burnsville's perspectives and intentions regarding transportation planning issues.

- Comply with state law and Metropolitan Council requirements for comprehensive planning (Minn. Stat. 473.86-862).

- Provide stakeholders with the opportunity to have input into the transportation planning process.

Burnsville "End Statement" on Transportation: People find Burnsville a community with an effective, multi-modal transportation system connecting people and goods with destination points.

1. *People feel that the transportation system is effective for connecting them to destination points.*
    a) *Advocate for collaborative efforts & shared resources for intra-city transit services.*
    b) *Prioritize TH 13/CSAH 5 intersection upgrades.*
2. *People feel that multiple methods of transportation are easily available, safe and convenient.*
    a) *Support efforts to bring Bus Rapid Transit through Burnsville.*
3. *People feel that the community roadway system is well maintained at a reasonable cost.*
    a) *Use alternative funding options: Federal TEA, State Cooperative Grant Programs, etc.*
4. *Transportation system adequately serves city businesses.*
    a) *Advocate adequate access from county, state and federal roadways to ensure a viable business community.*
    b) *Efforts will be made to obtain funding for significant safety and mobility improvements on Trunk Highway 13.*
5. *The safety, longevity and quality of our residential neighborhood streets are maintained, improved or enhanced.*
6. *New initiatives for transportation funding by MnDOT and Dakota County will be supported when city and county businesses are not disadvantaged.*

2.0 TRANSPORTATION PLAN GOALS & POLICIES

This section identifies and describes the goals and policies established by the plan.

1. Prioritize transportation planning efforts in accordance with the Comprehensive Plan, which will be periodically reevaluated and modified to respond to changing conditions.

- *Require the on-going maintenance and replacement of the aging transportation infrastructure.*

2. Develop and advocate for an environmentally sensitive transportation system that safely and efficiently moves people and goods.

- *Implement a system of consistent signs, lights, and landscaping that will unify public parks, trails, bikeways, and major street corridors.*
- *In response to neighborhood requests, continue to review the design of neighborhood streets and develop neighborhood-funded street modifications that will discourage through-traffic and speeding.*
- *Research and implement practices to utilize public right-of-way, easements and trails for potential underground utility corridors throughout Burnsville.*
- *Continue to monitor and update ordinances and procedures to allow intensified development along transitways and to ensure future development is effectively linked to the transitway through compact, walkable environments.*

- *Continue to coordinate with transit providers and bus bench licensee's to assure that all fixed-route transit stops are accessible year-round including snow removal.*

3. Work to integrate alternative transportation modes (transit, pedestrian, biking, others) into the existing and future transportation system.

- *Support enhanced transit service between Burnsville and the Twin Cities as well as to other communities south of the Minnesota River.*

- *Support Minnesota Valley Transit Authority to provide transit-related improvements and encourage maximum use of public transit throughout Burnsville.*

- *Coordinate with Dakota and Scott Counties, the State of Minnesota, Metropolitan Council and other agencies/organizations to develop and implement a Recreational Trail Master Plan.*

- *Continue to implement "official mapping" as a tool to preserve and obtain right-of-way for future roadways and corridors.*

- *Coordinate efforts with the appropriate agencies/jurisdictions to develop the proposed Dakota South Urban Regional Trail that will eventually connect to Murphy-Hanrehan Regional Park Reserve, the Minnesota Zoo, Lebanon Hills Regional Park, the Mississippi River Regional Trail and Spring Lake Regional Park Reserve.*

- *Coordinate efforts to accommodate the proposed Scott County East Regional Trail connection to connect Murphy Hanrehan Regional Park Reserve north to the Minnesota River through the north east corner of Scott County and western Burnsville in Dakota County.*

- *Improve access from SW Burnsville to Murphy Hanrehan Regional Park Reserve.*

- *Coordinate with the City of Savage, Scott and Dakota County and the Metropolitan Council to identify the area where the Minnesota Valley State Trail and future Big Rivers Regional Trail will be connected. Focus on the westerly extension of 124th Street as a possible trail corridor for the new connection.*

- *Coordinate efforts with the appropriate agencies and/or jurisdictions to provide a connection in Burnsville to the Big River Regional Trail (Extension) a proposed trail adjustment to extend the Big Rivers Regional trail south to Scott County.*

- *Relocate the Big River Regional Trail corridor to the south side of the Minnesota River utilizing Black Dog Road right-of-way and easements from Xcel Energy.*

- *Continue to participate in programs such as "Safe Routes to Schools" to improve connections and safe walking/biking access to neighborhood schools.*

- *Work with the Canadian Pacific railroad to utilize the corridor for future trail purposes and to provide a connection to Lakeville and Savage trails in the event the rail line is abandoned.*

4. **Provide a transportation system that efficiently serves all modes of travel throughout the community.**

   - *Require safe and adequate access and pedestrian connections to be provided to all properties.*

5. **Mitigate traffic congestion and improve traffic flow in all areas of the community.**

   - *Continue to monitor traffic generation characteristics of proposed land uses and adopt standards, where necessary, to mitigate negative impacts and improve existing transportation systems.*

   - *Promote telecommuting, car-pooling, staggered work hours and/or other programs to reduce single occupancy vehicle trips on major roads during peak commuting times.*

   - *Support development of additional circulator services and intra-community service for Burnsville and other south of the river communities.*

   - *Continue to require developers to provide and pay for traffic studies when required by the city or other agency with jurisdiction over the study area.*

6. **Play a major role in determining solutions to regional transportation problems.**

   - *Coordinate with neighboring cities, counties, the Metropolitan Council, the Minnesota Department of Transportation, the Minnesota Valley Transit Authority and other agencies involved in transportation planning to provide interconnections and advocate for the most effective transportation system for Burnsville.*

   - *Aggressively support improvements to increase capacity, decrease congestion, maintain the economic well-being of adjacent businesses, and improve the safety of I-35W, I-35E, Cliff Road, County Road 42, County Road 5, and Trunk Highway 13.*

   - *Support improvements to the transportation system that benefit south of the river communities such as the Cedar Avenue Bus Rapid Transit (BRT) which is currently under construction, the I-35W BRT project (under development), the recently opened MnPASS Lanes on I-35W, and the proposed new transit stations in adjacent communities.*

   - *Increase river crossing capacity through enhanced transit and other practices such as congestion management, travel demand management, and providing alternatives to congestion such as bus-only shoulders, MnPASS and other initiatives to increase person throughput within existing transportation corridors.*

7. **Protect city interests regarding airport, rail and highway noise pollution and minimize noise in Burnsville.**

   - *Continue to work with the Metropolitan Airports Commission and Noise Oversight Committee and be involved with monitoring/participation of noise implementation and mitigation efforts for airport and flight operations that impact Burnsville.*

- *Insist on Federal Aviation Administration/Metropolitan Airports Commission (FAA/MAC) compliance with the environmental documents and runway usage plans adopted by the MAC prior to the opening of the new runway #17/35.*

- *Continue to enforce protection standards as required by state statutes for airspace protection.*

- *Review future residential development adjacent to Trunk Highway 13, I-35W and I-35E for consistency with Minnesota Statutes related to noise walls.*

- *Continue to work with railroads, agencies and neighborhood groups to mitigate noise from train whistles and railroad operations.*

8. **Continue to support the Minnesota Valley Transit Authority (MVTA) as a primary transit provider for the city and coordinate development review and transportation improvements to maximize transit opportunities.**

9. **Utilize available funding sources to receive land and cash payments for development of the city's park and trail systems.**

- *Continue to require dedication of land and/or cash in lieu of land (pursuant to Minnesota Statutes) at the time of subdivision to implement the city's Park Master Plan and Trails Master Plan.*

- *Periodically review and update park dedication requirements for consistency with state statutes and to accomplish the city's public park and trails goals.*

- *Study the impacts of mixed use developments on the city's parks and trails systems and develop dedication requirements that are consistent with state law.*

3.0 SUSTAINABLE TRANSPORTATION

"Sustainability" is a concept which is increasingly being embraced by communities throughout the metro area. There are differing specific definitions of this term, but at its base it means conducting an activity or providing a service in a manner which minimizes: a) the consumption of natural resources, and b) local environmental, social, and economic impacts to the greatest degree feasible. The following are sustainable practices related to transportation.

General Planning – Coordinate land use planning and transportation planning so that the transportation system efficiently and effectively supports existing and anticipated future development. Mixed land use projects, such as the HOC, can limit vehicular trips and provide population densities that support increased transit use.

Maximize Transportation Choices and Limit Roadway Needs – Reduce traditional single occupancy vehicular travel through Transportation Demand Management (TDM), increased non-motorized travel, and transit. This approach has two benefits. First, it limits the consumption of fuels by single occupancy vehicles and associated air emissions. Second, it can reduce the demand for added roadway capacity, so roadway "footprints" and impacts can be minimized. Transportation demand management, non-

motorized transportation, and transit considerations will be discussed in greater detail in subsequent sections of this chapter.

Appropriate Roadway Design – Plan and design roadways using best professional practices including functional classification, sound transportation engineering practices, access management guidelines, and other proven tools to provide transportation facilities which have good operational and safety characteristics.

Sustainable Practices – The city adopted a Sustainable Infrastructure Policy in 2012 to continually study and implement sustainable practices for programs, facilities, and activities. Other practices of the city include but are not limited to re-use/recycling, procurement measures, and facility maintenance practices pertaining to transportation which limit the use of resources. This includes reuse/recycling of roadway materials as part of reconstruction projects, evaluation of alternative fuel vehicles for city fleets, and other measures.

4.0 EXISTING TRANSPORTATION CONDITIONS

This section of the plan summarizes the existing transportation conditions within the City of Burnsville. The analysis includes an evaluation of individual transportation modes, which includes roadways, transit, pedestrian and bicycle facilities, navigable waters, freight/rail facilities, and aviation/airport facilities.

4.1 Roadway Overview

4.1.1 Overview

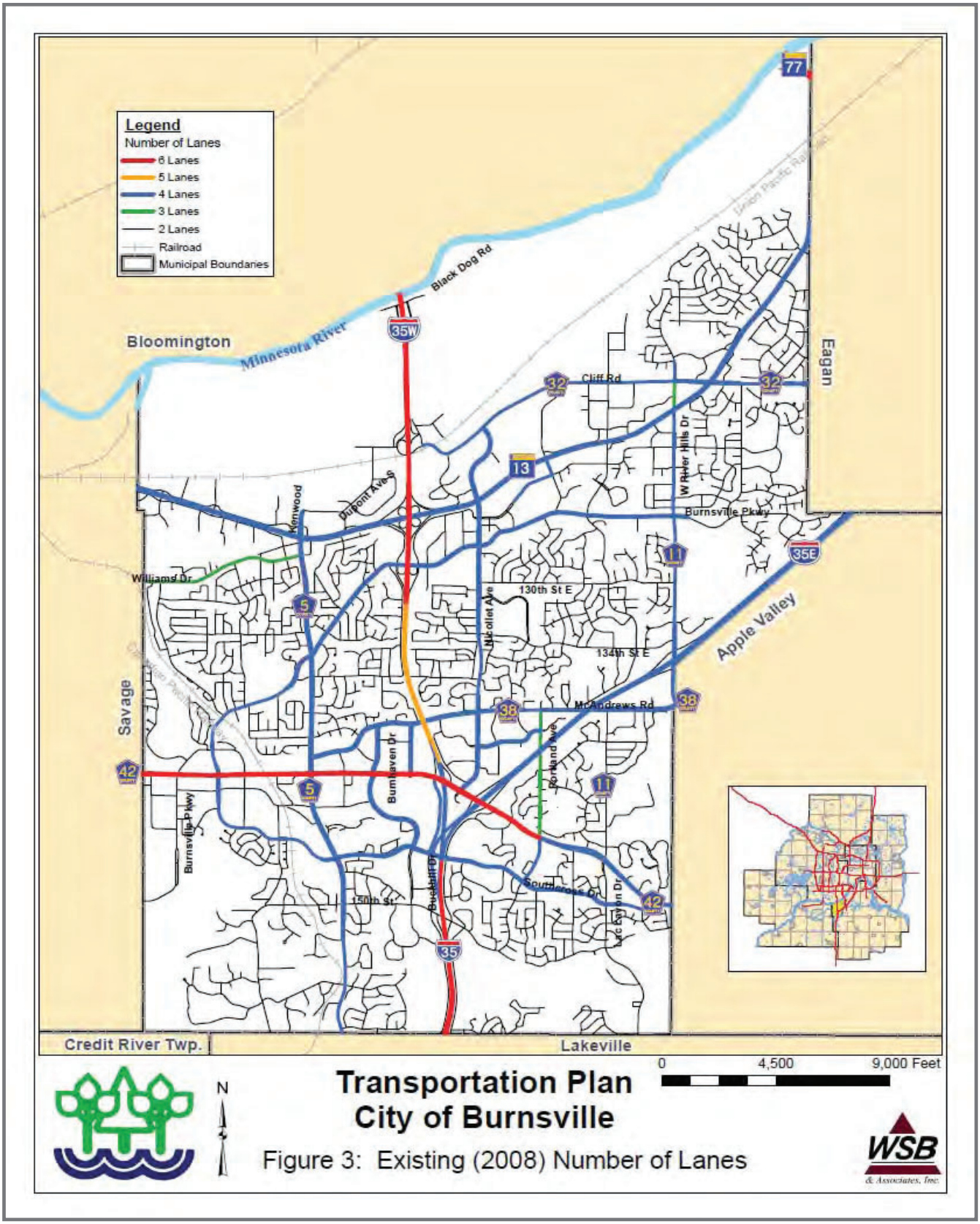
The City of Burnsville, within the regional roadway network is depicted on Figure 1 - Regional Location Map. Burnsville is a second-tier suburb outside the I-494 beltway and south of the Minnesota River. Important regional roadways which pass through or adjacent to the city are: I-35W, I-35E, and Trunk Highway (TH) 13. Trunk Highway 77 (Cedar Avenue) passes through Burnsville's northeast corner. Cities which are adjacent to Burnsville are: Savage, Lakeville, Apple Valley, Eagan, and Bloomington (across the Minnesota River).

Figure 2 – 2006 Daily Traffic Volumes depicts existing roadways and traffic levels within the city.

Figure 2 - 2006 Daily Traffic Volumes

Figure 3 – Existing (2008) Number of Lanes, displays the number of lanes for roadways in Burnsville.

Figure 3 – Existing (2008) Number of Lanes



4.1.2 Jurisdictional Classification

Roadways are classified on the basis of which level of government has jurisdiction over the facility. The three levels of government that have roadway jurisdiction are the State of Minnesota (MnDOT), Dakota County, and the City of Burnsville. MnDOT regulates and maintains the Trunk Highway (TH) system. Dakota County regulates and maintains the County State Aid Highway (CSAH) and County Road (CR) system. The city regulates and maintains the local streets, including Municipal State Aid (MSA) streets. A map showing the jurisdictional classifications of Burnsville's roadways is provided on Figure 5 – Jurisdictional Road Classification Map.

Figure 4 – 2011 Miles of Roadway by Jurisdictional Classification displays the current miles of roadway by jurisdictional classification within Burnsville.

Figure 4
2011 Miles of Roadway by Jurisdictional Classification

Jurisdiction	Miles
Minnesota Department of Transportation	15.34
Dakota County	17.89
City of Burnsville	225.56

SOURCE: Dakota County 2030 Transportation Plan, City of Burnsville, and WSB & Associates

The TPP and Dakota County 2030 Transportation Plan identify proposed jurisdiction changes from county to state for CSAH 42 in Dakota and Scott Counties and for CSAH 32 (from TH 13 to I-35E). The city has several issues associated with the proposed jurisdiction changes. These issues were identified in the city review comments provided to Dakota County during their plan update process. The issues are discussed in further detail in Section 6.2.2.1 of this plan.

4.1.3 Functional Classification

The functional classification system is the creation of a roadway and street network which collects and distributes traffic from neighborhood streets to collector roadways to arterials and ultimately the Metropolitan Highway System. Roads are placed into categories based on the degree to which they provide access to adjacent land versus provide higher-speed mobility for "through" traffic. Functional classification is a cornerstone of transportation planning. Within this approach, roads are located and designed to perform to their designated function.

The functional classification system used in the City of Burnsville conforms to the Metropolitan Council standards. The Metropolitan Council has published these criteria in Appendix D – Functional Classification Criteria and MnDOT Access Guidance of the 2030 TPP. This document separates roadways into four (4) types of street classifications, including principal arterials, minor arterials, collectors, and local streets. These classifications address the function of state, county, and city streets from a standpoint of the safe and efficient movement of traffic through Burnsville while providing satisfactory access to residents and businesses located within the city.

Figure 5 – Jurisdictional Road Classification Map

Figure 6 - Functional Road Classification Map depicts the current functional classification of roadways serving Burnsville.

Figure 6 – Functional Road Classification Map

Principal Arterials. Principal arterials consist primarily of interstate highways and other freeways or expressways, most of them owned and operated by MnDOT, with six under the jurisdiction of counties or cities. Principal arterials connect the metro centers to major commercial concentrations. At present, principal arterials connect with other principal arterials, select minor arterials, collectors, and some local streets. In the future, new connections to principal arterials should be limited to other principal arterials and select "A" minor arterials. Principal Arterials provide for the longest trips in the region and express bus service. The principal arterials located within Burnsville are TH 13, CR 42, 1-35, I-35W and I-35E. Figure 7 - Principal Arterial Summary provides the number of lanes and existing traffic volumes for the segments of the principal arterial system in the city:

Figure 7
Principal Arterial Summary

Principal Arterial Roadways				
Roadway	From	To	Lanes	Existing Daily Traffic Volumes (2006)
I-35	South City Limits	I-35E	6	101,000-104,000
I-35E	I-35	East City Limits	4	39,000-63,000
I-35W	I-35	Minnesota River	4-6	52,000-106,000
TH 13	West City Limits	I-35W	4	54,000-61,000
TH 13	I-35W	Cliff Road	4	28,500-36,000
TH 13	Cliff Road	North City Limits	4	25,000
CSAH 32	TH 13	East City Limits	4	30,000
CSAH 42	West City Limits	I-35E	6	39,300-50,000
CSAH 42	I-35E	East City Limits	4-6	29,000

SOURCE: Mn/DOT

The principal arterial system in Burnsville was improved in 2007 with the completion of a new southbound auxiliary lane on I-35W from Burnsville Parkway to CR 42.

Minor Arterials. Minor arterials supplement the Metropolitan Highway System in several ways:

- Minor arterials connect the urban service area to cities and towns inside and outside the region
- Minor arterials interconnect rural centers in the region to one another and to those just outside the region
- Minor arterials provide supplementary connections between the two metro centers and the regional business concentrations
- Minor arterials connect major traffic generators within the central business districts and the regional business concentrations

The emphasis of minor arterials in the urban area is on mobility as opposed to access; only concentrations of commercial or industrial land uses should have direct access to them. Minor arterials, whose purpose is to serve medium and short trips, should only connect to principal arterials, other minor arterials, and collectors. Connection to some local streets is acceptable, but is generally discouraged as it doesn't follow the hierarchy of roadway connectivity. Both local and limited-stop transit use minor arterials. The spacing of minor arterials in Burnsville, (designated by the Metropolitan Council as a "developed area)," should be spaced every one-half to one mile.

There are four types of "A" minor Arterials including:

- "A" Minor (Reliever), which provides direct relief for traffic on Metropolitan Highway Principal Arterials
- "A" Minor (Augmentor), which augments the Principal Arterial System within the I-94/I-694 Beltway;
- "A" Minor (Expander), which provides connections between developing areas outside the I-94/I-694 Beltway and connects Principal Arterials, and;
- "A" Minor (Connector), which provides connections between rural town centers in the rural area.

As indicated by their definitions, there are no "A" Minor (Augmentor) or "A" Minor (Connector) arterials in or adjacent to Burnsville. The "A" Minor (Reliever) arterials in Burnsville are summarized in Figure 8 - "A" Minor Arterial (Reliever) Summary.

Figure 8
"A" Minor Arterial (Reliever) Summary

A Minor Arterial (Reliever) Roadways				
Roadway	**From**	**To**	**Lanes**	**Existing Daily Traffic Volumes (2006)**
Nicollet Avenue	CSAH 42	CSAH 32 (Cliff Rd.)	4	4,100 – 25,300
Burnsville Parkway	CSAH 5	I-35W	4	16,200
Burnsville Parkway	I-35W	CSAH 11	4	8,700-19,800
CSAH 32	I-35W	TH 13	4	11,000-15,000
Kenwood Trail/Dupont	TH 13	Cliff Road	2-4	5,000

SOURCE: MnDOT

The "A" minor (Expander) arterials in the Burnsville area are summarized in Figure 9 - "A" Minor Arterial (Expander) Summary.

Figure 9
"A" Minor Arterial (Expander) Summary

A Minor Arterial (Expander) Roadways				
Roadway	**From**	**To**	**Lanes**	**Existing Daily Traffic Volumes (2006)**
CSAH 5	South City Limits	CSAH 42	4	12,900-15,800
CSAH 5	CSAH 42	TH 13	4	16,200-21,700
CSAH 38	CSAH 5	CSAH 11 (West)	4	14,400-20,000
Lac Lavon	CSAH 46	CSAH 42	2	6,300-7,800
CSAH 11	CSAH 42	CSAH 38	2	7,500
CSAH 11/38 (McAndrews)	CSAH 38 (West)	East City Limits	4	20,000
CSAH 11	CSAH 38 (East)	TH 13	4	11,000-20,300

SOURCE: MnDOT

All other minor arterials are considered "B" minor arterials which serve the same function as "A" minor arterials, but are not eligible for federal funding. The "B" minor arterial roadways in Burnsville are summarized in Figure 10 - "B" Minor Arterial Summary.

Figure 10
"B" Minor Arterial Summary

B Minor Arterial Roadways				
Roadway	From	To	Lanes	Existing Daily Traffic Volumes (2006)
Williams Drive	West City Limits	CSAH 5	3	12,300

SOURCE: MnDOT

Collectors. The collector system provides connection between neighborhoods and from neighborhoods to minor business concentrations. Collectors also provide supplementary interconnections between major traffic generators within the metro centers and regional business concentrations. Mobility and land access are equally important. Direct land access should predominately be to development concentrations. Collectors connect primarily to minor arterials and serve short trips of one to four miles. In order to preserve the amenities of neighborhoods while still providing direct access to business areas, collectors in the developed area are needed one-fourth to three-fourths mile apart Collector roadways in Burnsville are summarized in Figure 11 - Collector Roadway Summary.

Figure 11
Collector Roadway Summary

Collector Roadways			
Roadway	**From**	**To**	**Lanes**
Crystal Lake Road	I-35W	Portland Avenue	2
Portland Avenue	Crystal Lake Road	Southcross Drive	2
Burnsville Parkway	CSAH 11	East City Limits	2
Judicial Road	South City Limits	Rosemount Drive	2
Judicial Road	CSAH 42	Burnsville Parkway	2
Judicial Road	Burnsville Pkwy	Williams Drive	2
Judicial Road	Southcross	Rosemount Drive	2
Rosemount Drive	Southcross Drive	CSAH 42	2
150th Street	Judicial Road	CSAH 5	2
155th Street	Judicial Road	CSAH 5	2
143rd Street	CSAH 5	Burnhaven Drive	2
Aldrich Avenue	CSAH 42	CSAH 38	4
Aldrich Avenue	136th Street	Burnsville Pkwy	2
136th Street	Burnsville Pkwy	W Frontage Road	2
Upton Avenue	Burnsville Pkwy	Williams Drive	2
Highland Drive	Judicial Road	CSAH 5	2
Buck Hill Road	South City Limits	CSAH 42	2 to 4
Corporate Center Drive	Burnsville Pkwy	Southcross Drive	2
Chicago Avenue	Crystal Lake Road	CSAH 42	2
Grand/Plymouth/Evergreen	Southcross Drive	CSAH 11	2
Nicollet Boulevard	CSAH 38	Portland Avenue	2 to 4
134th Street	Nicollet Avenue	CSAH 11	2
130th Street	Nicollet Avenue	CSAH 11	2
Parkwood Drive	CSAH 38	CSAH 32	2 to 4
Travelers Trail	Burnsville Pkwy	Parkwood Drive	2 to 4
122nd Street	Parkwood Drive	E River Hills Drive	2
River Ridge	Nicollet Avenue	CSAH 32	2
Portland Avenue	Burnsville Pkwy	CSAH 32	2
Kennelly Road	Burnsville Pkwy	CSAH 32	2
W River Hills Drive	CSAH 32	TH 13	2 to 4
E River Hills Drive	CSAH 32	TH 13	2
Maple Island Road	South City Limits	Crystal Lake Road	2
Black Dog Road	I-35W	East City Limits	2

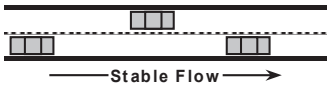
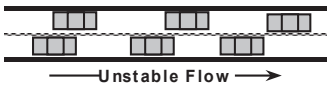
SOURCE: MnDOT

Local Streets. The local street network provides the most access and the least mobility within the overall functional classification system. They allow access to individual homes, shops, and similar traffic destinations. Through traffic should be discouraged by using appropriate geometric designs and traffic control devices such as medians, planted boulevards, signage, and others.

4.2 Existing Capacity Analysis

In general, the capacity of a roadway is a measure of its ability to accommodate a certain volume of moving vehicles. The segment level of service (LOS) in this context refers to a quantitative comparison between the existing volume on a roadway and the maximum volume of traffic the roadway can be expected to accommodate in its present configuration. Based on the ratio between existing traffic volumes and roadway capacity, a level of service from A-F is assigned. Figure 12 –Roadway Segment Level of Service (LOS) Description displays the level of service categories, approximate volume-to-capacity (V/C) ratio, and a general description of the traffic operations. LOS D is the desired threshold for traffic operations. At this level of service, traffic is generally expected to experience restricted flow during peak travel periods. The V/C ratio represents the utilization of the roadway capacity. A V/C of greater than 1.2 indicates that congestion is beyond acceptable levels or at forced flow.

Figure 12
Roadway Segment Level of Service (LOS) Description

Level of Service	Volume/Capacity (V/C) Ratio	Traffic Flow Density	Description
A	0.00 < 0.35		**FREE FLOW** Low volumes and no delays.
B	0.35 < 0.50		**STABLE FLOW** Low volumes and speeds dictated by travel conditions.
C	0.50 < 0.75		**STABLE FLOW** Speeds and maneuverability closely controlled due to higher volumes.
D	0.75 < 1.00		**RESTRICTED FLOW** Higher density traffic restricts maneuverability and volumes approaching capacity.
E	1.00 < 1.20		**UNSTABLE FLOW** Low speeds, considerable delays, and volumes at or slightly over capacity.
F	1.20 and above		**FORCED FLOW** Very low speeds, volumes exceed capacity, and long delays with stop-and-go traffic.

SOURCE: Highway Capacity Manual and WSB & Associates, Inc.

K:\01880-150\Admin\Docs\2012 Update\[Burnsville Report Tables 2012 update revisions.xlsx]VC Capacity Graphs

4.2.1 Vehicle and Person Throughput Analysis

In the 2030 Transportation Policy Plan (TPP), there is a new emphasis in providing a transportation system that offers transportation choices and includes a more efficient and optimized highway network and an improved transit system. Section 5 of this plan entitled: Regional Mobility / Congestion Management, outlines a Congestion Management Process (CMP) that strives to increase the efficiency of the multimodal transportation system, reduce vehicle use, and provide lower-cost safety and mobility projects where feasible.

Identified in the 2030 TPP is Strategy 3b under Policy 3: Investments in Regional Mobility, which relates to the application of person throughput as a performance measure."[1] As stated in the 2030 TPP, *the goal for the Regional Highway System is to maximize the use of existing highway capacity, pavement, and right-of-way. Performance of the system in this regard will be measured by person throughput instead of other traditional measures such as levels of service (LOS). Person throughput is a relatively simple concept. This measurement tracks the number of people that are accommodated by a highway or highway lane rather than tracking only the number of vehicles. Person throughput is preferable because it takes into account the use of transit and High Occupancy Vehicles (HOVs) on the system and the role they play in increasing operational efficiency. The role of "A" minor arterials to supplement and relieve principal arterials will also be included in determining the performance of transportation service in a corridor. Minimal data has been collected for the practical application of this performance measure and more targeted data collection will be required prior to implementation* (2030 TPP, page 62).

4.2.1.1 I-35W Analysis of Vehicle and Person Throughput Capacity

Considering the performance measure of analyzing person throughput as opposed to the traditional measure of calculating the vehicle capacity of a highway, we conducted an analysis of an existing highway corridor through Burnsville in which there was sufficient data. The analysis was conducted for the segment of I-35W at Black Dog Road using information collected by MnDOT in 2010.[2] This section of I-35W is a six-lane freeway, with each direction of travel consisting of one High Occupancy Toll (HOT) lane and two general-use lanes.

The analysis of I-35W included the calculation of vehicle and person throughput for northbound I-35W during the A.M. Peak Hour, which represents the peak direction of travel. Using information compiled from the MnDOT Study, it was possible to assign a LOS grade for vehicle capacity and for person throughput capacity. The intent of these two analyses is to compare the results and assess whether the traditional LOS analysis using vehicle capacity is providing a complete picture in gauging the true capacity of a roadway in terms of persons served (person throughput).

I-35W Vehicle Capacity Analysis Components

In conducting the analysis for I-35W, the primary components are traffic lane types and their capacity. The I-35W HOV Report grouped I-35W into two lane-types, High Occupancy Toll (HOT) and General Use Lanes.

Traffic Lane Types:

HOT Lanes include the following:

- Car/Vanpools, where the number of occupants in the vehicle is two or more
- Single-occupant vehicles, where the operator is a legitimate user (paying customer) of the HOT lane
- Single-occupant vehicles, where the operator is not a legitimate user (violator) of the HOT lane
- Transit buses

[1] 2030 TPP, page 8.

[2] I-35W HOV Report, 2010 – 2nd Quarter (April – June), MnDOT Regional Transportation Management Center. It should be noted that the term HOV in this report also includes single occupant vehicles that are paying a fee to use the facility. Typically, when a lane includes both types of users, the term used is High Occupancy Toll (HOT) lanes. This chapter of the Burnsville Comprehensive Plan uses the term HOT lane.

General-use Lanes include the following:

- Car/Vanpools, where the number of occupants in the vehicle is two or more
- Single-occupant vehicles

Capacity:
The vehicle capacity by lane type per peak hour is defined by MnDOT as the number of vehicles per lane that pass any given point in an hour on an average day during good operating conditions. Shown below are the vehicle capacities by lane type: [3]

- HOT Lane: 1,500 vehicles per hour
- General Freeway Lane (metered): 1,950 vehicles per hour

Level of Service:
Using the definitions of level of service as described in Figure 12, the congestion levels were calculated for northbound travel during the A.M. Peak Hour for the single HOT Lane, the two General-use Lanes, and for the overall lanes (all three lanes). As shown in Figure 13 – I-35W Vehicle Capacity and Existing LOS (Northbound A.M. Peak-Hour), the HOT Lane operated at LOS D (restricted flow) with a V/C of 0.76, the General-use lanes operated at LOS E (unstable flow) with a V/C ratio of 1.04, and overall the three lanes of I-35W at Black Dog Road operated at the upper end of LOS D (restricted flow) with a V/C ratio of 0.96.

Figure 13

I-35W Vehicle Capacity and Existing LOS (Northbound A.M. Peak-Hour)

I-35W at Black Dog Road (A.M. Peak Hour - Northbound)		Vehicle Count	Vehicle Capacity (1)	Volume / Capacity (V/C) Ratio (2)	LOS (3)
HOT Lane	1. Car/Van pools	636			
	2a. Single-occupant vehicles (Paid)	432			
	2b. Single-occupant vehicles (Violators)	42			
	3. Transit Buses	27			
	TOTAL	1,137	1,500	0.76	**D**
General Lanes	1. Car/Van pools	47			
	2. Single-occupant vehicles	4,014			
	TOTAL	4,061	3,900	1.04	**E**
All Lanes	**1. Car/Van pools**	**683**			
	2. Single-occupant vehicles	**4,488**			
	3. Transit Buses	**27**			
	TOTAL	**5,198**	**5,400**	**0.96**	**D**

NOTES:

(1) The vehicle capacity per hour for the I-35W HOT Lane is 1,500 (Source: I-35W MnPass Express Lane Extension EAW, 2010). The vehicle capacity per hour for a general use lane is 1,950 per MnDOT. There are two general use lanes, therefore the total capacity is 3,900 per hour. These capacity values represent the generally accepted number of vehicles that can be accommodated during one hour for each lane type.

(2) The V/C ratio represents the utilization of the roadway capacity.

(3) Level of Service (LOS) refers to a quantitative comparison between the existing volume on a roadway and the maximum volume of traffic the roadway can be expected to accommodate.

SOURCE: I-35W HOV Report, 2010 – 2nd Quarter (MnDOT Regional Transportation Management Center) and WSB & Associates, Inc.

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[3] Capacity for HOT lane of 1,500 per hour was obtained from the I-35W MnPASS Lane Extension Environmental Assessment Worksheet (EAW), 2010. Per MnDOT, the capacity for a general use travel lane is 1,950 per hour.

I-35W Person Throughput Capacity Analysis Components

Person throughput, as described in the TPP, is the number of people that are accommodated by a highway or highway lane rather than tracking only the number of vehicles. In only considering vehicles when determining travel conditions, it appears that in order to increase capacity, the roadway would need to be widened. However, when considering person throughput, the key component for increasing capacity is vehicle occupancy. In conducting the person throughput analysis, the primary components include vehicle traffic levels by lane type and vehicle occupancy.

Person Capacity by Traffic Lane Types

For the analysis it was necessary to make assumptions for person-capacity per vehicle by travel lane. Provided below are the assumptions used in the analysis.

Traffic Lane Types:

HOT Lanes include the following:

- Car/Vanpools: 4 occupants per vehicle
- Single-occupant vehicles where the operator is a legitimate user (paying customer) of the HOT lane: 1 occupant per vehicle
- Single-occupant vehicles, where the operator is not a legitimate user (violator) of the HOT lane: 1 occupant per vehicle
- Transit buses: 40 occupants per vehicle

General-use Lanes include the following:

- Car/Vanpools: 4 occupants per vehicle
- Single-occupant vehicles: 4 occupants per vehicle. *Note: Although these observed vehicles (4,014 in Figure 13) had only one occupant, they have the capacity for an additional three passengers*

The I-35W HOV Report provided the number of person-trips by lane and vehicle type. These numbers were then compared to the person throughput capacity for the observed time period (A.M. Peak Hour). The person throughput was calculated by multiplying the person capacity by the number of observed vehicles (Figure 13). Using the vehicle type Car/Van Pools for the HOT lane as an example, the calculation of observed person throughput capacity is: 636 (vehicle count) x 4 (person capacity of car/vanpool vehicle) = 2,544.

This person capacity (2,554) is then compared to the observed person throughput of 1,336. The resulting V/C ratio is 0.53 (1,336/2,544), which represents LOS C (stable flow). This analysis was completed for all vehicle types for both lane types (HOT and General-use). Figure 14 – I-35W Person Capacity and Existing LOS (Northbound A.M. Peak-Hour) presents the observed person-count for the lane and vehicle types and compares these against the assumed person capacity.

Figure 14

I-35W Person Capacity and Existing LOS (Northbound A.M. Peak-Hour)

I-35W at Black Dog Road (A.M. Peak Hour - Northbound)		Person Count	Person Capacity / Vehicle (1)	Person Capacity (2)	V/C Ratio (3)	LOS (4)
HOT Lane	1. Car/Van pools	1,336	*4*	*2,544*	*0.53*	***C***
	2a. Single-occupant vehicles (Paid)	432	*1*	*432*	*1.00*	***na***
	2b. Single-occupant vehicles (Violators)	42	*1*	*42*	*1.00*	***na***
	3. Transit Buses	758	*40*	*1,080*	*0.70*	***C***
	TOTAL	**2,568**	**na**	**4,098**	**0.63**	**C**
General Lanes	1. Car/Van pools	100	*4*	*188*	*0.53*	***C***
	2. Single-occupant vehicles	4,014	*4*	*16,056*	*0.25*	***A***
	TOTAL	**4,114**	**na**	**16,244**	**0.25**	**A**
All Lanes	**1. Car/Van pools**	1,436	*4*	*5,744*	*0.25*	***A***
	2. Single-occupant vehicles	4,488	*4*	*17,952*	*0.25*	***A***
	3. Transit Buses	758	*40*	*30,320*	*0.03*	***A***
	TOTAL	**6,682**	**na**	**54,016**	**0.12**	**A**

NOTES:

(1) Assumed person-capacity per car/van pool is 4.0. For General Use lanes, a single-occupant vehicle is assumed to have capacity for four passengers.

(2) Capacity is calculated by the assumed person-capacity (seating) per vehicle multiplied by the vehicle count by lane category presented in Figure 13a.

(3) The person-trip capacity per hour for a general use lane is 1,950 per MnDOT. There are two general use lanes, therefore the total capacity is 3,900 per hour.

(4) Level of Service (LOS) refers to a quantitative comparison between the existing person-trips and the assumed maximum volume of person-trips that can be achieved. Based on the ratio between person-trips and assumed person-trip capacity, a level of service from A-F was assigned similar to the analysis of vehicle capacity shown in Table A. It should be noted, that for the HOT Lane, the LOS analogy does not apply because it is artificially controlled through pricing to maintain unimpeded traffic flow.

SOURCE: I-35W HOV Report, 2010 – 2nd Quarter (MnDOT Regional Transportation Management Center) and WSB & Associates, Inc.

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As identified in Figures 13 and 14, the available travel capacity is substantially higher when calculating person-throughput (V/C of 0.12, LOS A) then it is for vehicle capacity (V/C 0.96, LOS D). This comparison reveals that, for this section of I-35W during the A.M. Peak Hour, there is sufficient capacity to accommodate an additional 31,000 person-trips and still have stable traffic flow conditions representative of a V/C ratio of 0.70 (LOS C).

4.2.1.2 Vehicle Occupancy Trends

Vehicle occupancy has been steadily increasing on major highways within the Twin Cities. In 1998 MnDOT produced a vehicle occupancy summary report that listed average vehicle occupancy at various locations through-out the metropolitan area. In this report, the occupancy rate observed for I-35W over the Minnesota River in Burnsville (Black Dog Road) was 1.14 during the A.M. Peak Hour. Twelve years later when the occupancy was measured for the I-35W HOV analysis, the vehicle occupancy average for the same roadway segment was 1.29, representing an increase of 0.15, or 13 percent over the 1998 rate. Over this time period there have been many factors that may contribute to this increase with the presence of a HOT lane being the most notable factor. However, as the roadways including I-35W become more congested, it would be expected that the vehicle occupancy will continue to increase, contributing to a more efficient transportation system.

4.2.1.3 Impact on Land Use Patterns and Development

The person throughput analysis has shown that there is capacity available to accommodate substantially more person trips during the A.M. peak period. A similar analysis for the P.M. peak hour southbound traffic resulted in the same conclusion showing that while the vehicle capacity V/C ratio is 1.04 (LOS E – unstable flow), the corridor would be able to accommodate an additional 30,000 person trips and still have a stable traffic flow representative of a V/C ratio of 0.70 (LOS C).

4.2.1.4 Impact on Adjacent Land Use – MRQ Redevelopment

The Minnesota River Quadrant (MRQ) redevelopment, which was discussed in Chapter II of the Comprehensive Plan, contains approximately 1,700 acres and is located immediately west of I-35W. Over the past several years, the City of Burnsville has been exploring options to redevelop this site from a variety of heavy industrial uses to new mixed-use developments. One of the concerns of developing this area has been the potential impact on I-35W traffic operations. While it has been shown that the existing vehicle capacity on I-35W is strained during the peak hours of travel, it has also been shown that there is ample person throughput available on I-35W. With proper land-use and transportation planning, the MRQ could be developed in a manner where there is a clear advantage for using carpools and transit for trips that involve using I-35W. The MRQ site, perhaps the largest development site adjacent to a HOT Lane in the Twin Cities, provides a unique opportunity to incorporate the adjacent HOT Lane advantages into the design and ultimate development of the site.

4.2.2 Vehicle Capacity Analysis – Traditional Approach

A planning level capacity analysis was used to evaluate the existing roadway system to identify segments approaching-capacity, at-capacity, or over-capacity. *(The general planning level capacity analysis is intended to help identify general congestion concerns and is not intended to be a substitute for a more detailed level of service (LOS) analysis, including methodologies established in the Highway Capacity Manual (HCM).)* A planning level capacity analysis compares existing daily traffic volumes to capacity thresholds that are based on roadway functional classification and number of travel lanes.

Figure 15 – Generalized Average Daily Traffic Thresholds contains a summary of generalized traffic thresholds for specific roadway types, levels of service, and number of traffic lanes. These values were developed based on information from the HCM, the Dakota County Travel Demand Model, and planning and engineering judgment. The actual capacity of a roadway is influenced by additional factors such as access frequency, speed, traffic control, intersection treatments, etc. These factors may result in the actual capacity of a roadway varying from the planning-level capacities as listed.

In accordance with MnDOT guidelines, the traffic level analysis uses the LOS D/E boundary as the indicator of acceptable traffic operations and congestion. LOS D (At-Capacity) is generally considered an acceptable operating condition during peak hours in urban areas such as the Twin Cities. Traffic volumes that exceed the upper limit of the LOS D threshold would be at-, or over-capacity.

Figure 15
Generalized Average Daily Traffic Thresholds

Facility Type	Number of Lanes	Level of Service Threshold *(upper capacity limits)*				
		A	B	C	D	E
				Approaching Capacity	At-Capacity	Over-Capacity
Interstate / Freeway (metered)	8	54,000	77,000	115,000	153,000	184,000
	6	37,000	53,000	80,000	106,000	127,000
	4	25,000	36,000	53,000	71,000	87,000
Expressway	6	23,000	34,000	50,000	67,000	80,000
	4	18,000	25,000	38,000	50,000	60,000
Principal Arterial	6	15,000	21,000	32,000	42,000	50,000
	4	10,000	15,000	22,000	29,000	35,000
	3	7,000	11,000	16,000	21,000	25,000
	2	5,000	7,000	10,000	13,000	16,000
	2 (one-way)	5,000	8,000	11,000	15,000	18,000
Minor Arterial	5	10,000	14,000	21,000	28,000	33,000
	4	7,000	11,000	16,000	21,000	25,000
	3	6,000	9,000	14,000	18,000	22,000
	2	5,000	7,000	10,000	13,000	15,000
	2 (one-way)	5,000	7,000	10,000	13,000	16,000
Collector	4	6,000	9,000	14,000	18,000	22,000
	3	5,000	7,000	11,000	14,000	17,000
	2	4,000	5,000	8,000	10,000	12,000
	2 (one-way)	4,000	6,000	9,000	12,000	14,000

SOURCE: Highway Capacity Manual, Dakota County Travel Demand Model, and WSB & Associates, Inc.

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The LOS for roadways in Burnsville was obtained by comparing the traffic level thresholds with the most recent available daily traffic counts (2006). Figure 16 – Existing Roadway Congestion Levels displays the results of the capacity analysis completed for the existing conditions.

Figure 16
Existing Roadway Congestion Levels

Provided in the following sections are the results of the traffic congestion analysis for the different roadway classifications.

4.2.3 Principal Arterials

In the congestion analysis, it was determined that two roadway segments currently operate over capacity, or at LOS F. These roadway segments are TH-13, from the west city limits to I-35W and Nicollet Avenue from CSAH 42 to CSAH 38. Roadway segments that are operating at LOS D (Approaching-Capacity), LOS E(At-Capacity), or LOS F (Over Capacity) include:

Principal Arterials

- I-35, from the southern city limits to the I-35E split at LOS D (Approaching-Capacity)
- I-35E, from CSAH 11 to the eastern city limits at LOS D (Approaching-Capacity)
- I-35W from CSAH 38 to the Minnesota River at LOS D (Approaching-Capacity) and LOS E(At-Capacity)
- TH 13, from the western city limit to I-35W at LOS E (At-Capacity) and LOS F (Over-Capacity_
- CSAH 32, from TH 13 to the eastern city limits at LOS E (At-Capacity)
- CSAH 42, from the western city limits to the eastern city limits I-35E at LOS D(Approaching-Capacity) and LOS E (At-Capacity)

Figure 17 – Existing Congestion Levels – Principal Arterials presents the existing congestion levels for Principal Arterial roadways.

Figure 17
Existing Congestion Levels - Principal Arterials

PRINCIPAL ARTERIALS			Volume/Capacity (V/C) Traffic Volume Range*		
Roadway	From	To	*Lower*	*Upper*	Existing Range of LOS (2006)
I-35	South City Limits	I-35E	**0.95**	**0.98**	**D** (*Approaching Capacity*)
I-35E	I-35	East City Limits	0.55	**0.89**	**C** *to* **D** (*Approaching Capacity*)
I-35W	I-35	Minnesota River	0.59	**1.00**	**C** *to* ***E*** (*At Capacity*)
TH 13	West City Limits	I-35W	**1.08**	**1.22**	**E to F** (*Over Capacity*)
TH 13	I-35W	Cliff Road	0.57	0.72	**C** (*Below Capacity*)
TH 13	Cliff Road	East City Limits	0.50	*only 1 count*	**C** (*Below Capacity*)
CSAH 32	TH 13	East City Limits	**1.03**	**1.03**	**E** (*At Capacity*)
CSAH 42	West City Limits	I-35E	**0.94**	**1.19**	**D** *to* **E** (*At Capacity*)
CSAH 42	I-35E	East City Limits	0.69	**1.00**	**C** *to* **E** (*At Capacity*)

* When the roadw ay segment has more than one count location, the V/C is provided for both volumes (low and high).
SOURCE: Mn/DOT and WSB & Associates, Inc.

4.2.4 "A" Minor (Reliever) Arterials

In the congestion analysis, it was determined one roadway segment operates over capacity or at LOS F. This roadway segment is Nicollet Avenue from CSAH 42 to CSAH 38 (McAndrews Road). The "A" Minor Reliever Arterial roadway segments that are approaching, at-, or over capacity include:

A Minor Arterial (Reliever)

- Nicollet Avenue, from CSAH 42 to TH 13 at LOS D (Approaching-Capacity) and LOS F (Over-Capacity)

- Burnsville Parkway, from CSAH 5 to Nicollet Avenue at LOS D (Approaching-Capacity)

Figure 18 - Existing Congestion Levels – "A" Minor Arterials (Reliever) presents the existing congestion levels for "A" Minor (Reliever) Arterial roadways.

Figure 18
Existing Congestion Levels - "A" Minor Arterials (Reliever)

A MINOR ARTERIALS (Reliever)			Volume/Capacity (V/C) Traffic Volume Range*		
Roadway	From	To	*Lower*	*Upper*	Existing Range of LOS (2006)
Nicollet Avenue	CSAH 42	CSAH 32 (Cliff Road)	0.20	**1.20**	**A to F** *(Over Capacity)*
Burnsville Parkway	CSAH 5	I-35W	**0.77**	*only 1 count*	**D** *(Approaching Capacity)*
Burnsville Parkway	I-35W	CSAH 11	0.41	**0.94**	**B** *to* **D** *(Approaching Capacity)*
CSAH 32	I-35W	TH 13	0.38	0.52	**B** *to* **C** *(Below Capacity)*
Kenwood Trail / Dupont	TH 13	Cliff Road	0.24	*only 1 count*	**A** *(Below Capacity)*

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).
SOURCE: Mn/DOT and WSB & Associates, Inc.

4.2.5 "A" Minor (Expander) Arterials. In the congestion analysis of existing conditions, it was determined that none of the "A" Minor (Expander) Roadways operate at LOS F or over capacity conditions. However, there are several roadway segments that are either approaching- or at-capacity. These roadway segments include:

- CSAH 5, from Southcross Drive to TH 13 at LOS D (Approaching-Capacity) and LOS E (At-Capacity)

- CSAH 38, from I-35W to CSAH 11/38 at LOS D (Approaching-Capacity)

- CSAH 11/38 (McAndrews), from CSAH 38 (west) to eastern city limits at LOS D (Approaching-Capacity)

- CSAH 11, from CSAH 38 (McAndrews) to 134th Street East at LOS D (Approaching-Capacity)

Figure 19 - Existing Congestion Levels – "A" Minor Arterials (Expander) presents the existing congestion levels for "A" Minor (Expander) Arterial roadways.

Figure 19
Existing Congestion Levels – "A" Minor Arterials (Expander)

A MINOR ARTERIALS (Expander)			Volume/Capacity (V/C) Traffic Volume Range*		
Roadway	From	To	*Lower*	*Upper*	Existing Range of LOS (2006)
CSAH 5	South City Limits	CSAH 42	0.61	**0.75**	**B** *to* **D** *(Approaching Capacity)*
CSAH 5	CSAH 42	TH 13	**0.77**	**1.03**	**D** *to* ***E*** *(At Capacity)*
CSAH 38	CSAH 5	CSAH 11 (West)	0.69	**0.95**	**C** *to* **D** *(Approaching Capacity)*
Lac Lavon	CSAH 46	CSAH 42	0.30	0.37	**A** *to* **B** *(Below Capacity)*
CSAH 11	CSAH 42	CSAH 38	0.58	*only 1 count*	**C** *(Below Capacity)*
CSAH 11/38 (McAndrews)	CSAH 38 (West)	East City Limits	**0.95**	*only 1 count*	**D** *(Approaching Capacity)*
CSAH 11	CSAH 38 (East)	TH 13	0.52	**0.97**	**C** *to* **D** *(Approaching Capacity)*

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).
SOURCE: Mn/DOT and WSB & Associates, Inc.

4.2.6 "B" Minor Arterials

In the congestion analysis, it was determined that the sole B Minor Arterial in Burnsville, Williams Drive, operates below its capacity level. Figure 20 - Existing Congestion Levels – "B" Minor Arterials presents the existing congestion levels for "B" Minor Arterial roadways.

Figure 20
Existing Congestion Levels - "B" Minor Arterials

B MINOR ARTERIALS			Volume/Capacity (V/C) Traffic Volume Range*		
Roadway	From	To	*Lower*	*Upper*	Existing Range of LOS (2006)
Williams Drive	West City Limits	CSAH 5	0.68	*only 1 count*	**C** *(Below Capacity)*

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).
SOURCE: Mn/DOT and WSB & Associates, Inc.

4.3 Crash Information

Five-year MnDOT crash data for the period 2002-2006 was obtained in Geographic Information System (GIS) format. The locations and frequencies of crashes during this timeframe for Burnsville are depicted on Figure 21 – Crash Map (2002 through 2006). The following general observations can be made from this information:

- Freeway interchanges are high crash locations. This outcome would be expected, given the volumes of traffic through these areas and the merge/weave maneuvers which are required.

- The number of crashes at the I-35W/CSAH 32 and the Kenwood Trail/Cliff Road interchange appears high, given the relatively low volume of traffic on CSAH 32/Kenwood Trail. This is likely due to the unusual design of this interchange, reinforcing the need to reconstruct it.

- The TH 13 corridor has high numbers of crashes at key intersection locations. This is not surprising given the high volumes of traffic on TH 13. Some high accident intersections exist even though the cross street does not have particularly high traffic volume. The most problematic intersections appear to be those at:

- Washburn Avenue
- CSAH 5
- I-35W (interchange)
- Nicollet Avenue
- Parkwood Drive/12th Avenue
- West River Hills Drive
- CSAH 32 (Cliff Road)

- Washburn Avenue is notable because it is not a high volume street, but has a substantial percentage of truck traffic. The CSAH 5 intersection, together with the adjacent CSAH 5/Williams Drive intersection, sees a notably high number of crashes. A proposed interchange at CSAH 5 and TH 13 and the associated reconstruction of the CSAH 5 and Williams Drive intersection should improve the operation and decrease the number of crashes at CSAH 5 and Williams. *(An interchange is a road junction where vehicles can, by means of access roads, bridges, and underpasses, change from one road to another without stopping or crossing other traffic).*

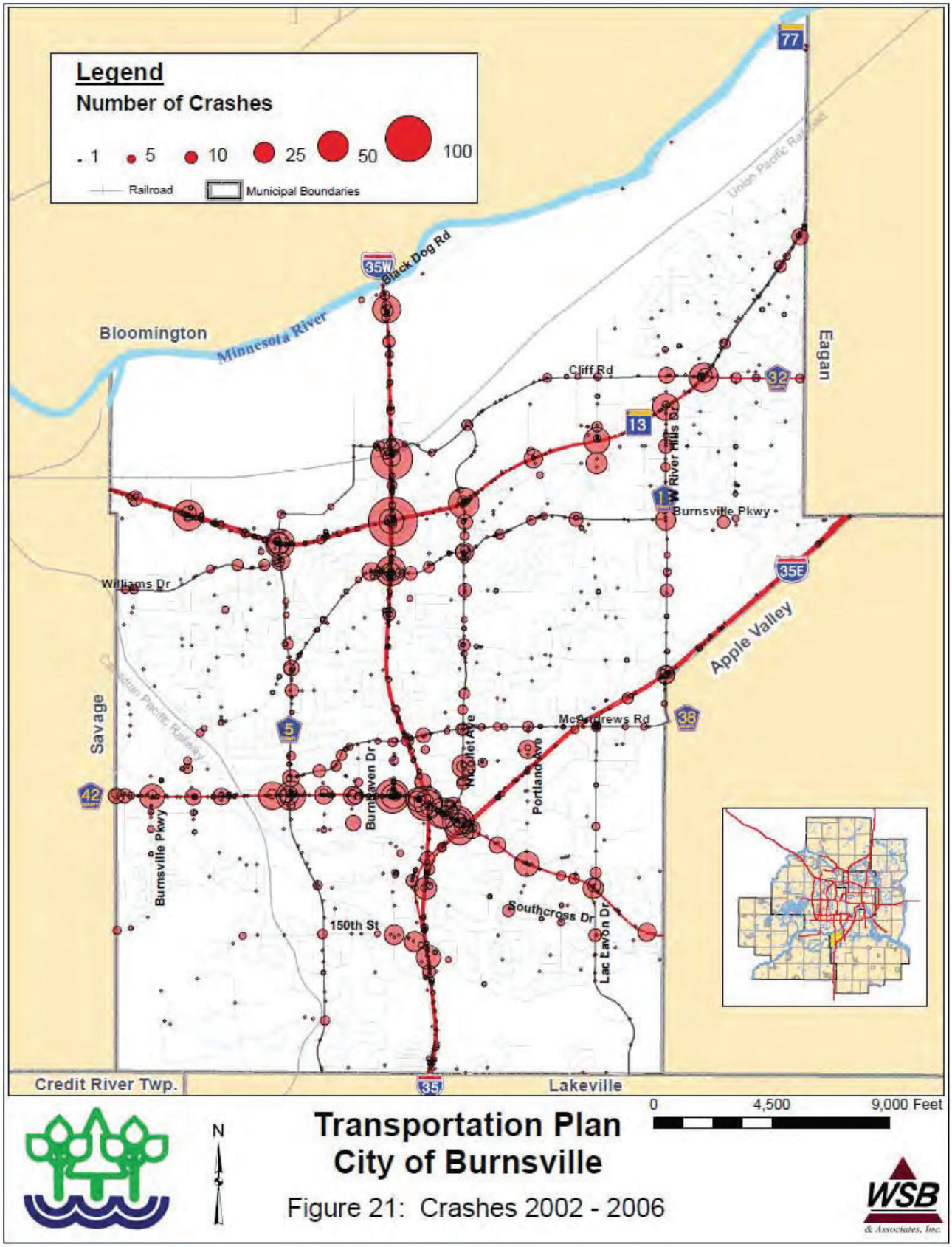
- The CSAH 42 Corridor has a high number of crashes at key intersection locations. As with TH 13, this is not surprising given the high volumes of traffic on CSAH 42. However some observations stand out:

  - There are a particularly high number of crashes at the CSAH 5 intersection, especially when compared to the adjacent CSAH 42/Morgan Avenue and CSAH 5/CSAH 38 intersections. (Note: CSAH 42 and CSAH 5 intersection was totally reconstructed in 2008 and the improvements should lessen the crashes at this intersection.

  - The Aldrich Avenue intersection sees a high number of crashes.

  - The CSAH 42 segment between the I-35W and I-35E, including the Nicollet Avenue intersection, shows a high concentration of crashes.

Figure 21
Crashes 2002 - 2006



These locations should be monitored and further evaluated as deemed appropriate by city staff. The Dakota County Plan identifies 2025 capacity deficiencies on CSAH 42 and the need for future improvements on this roadway.

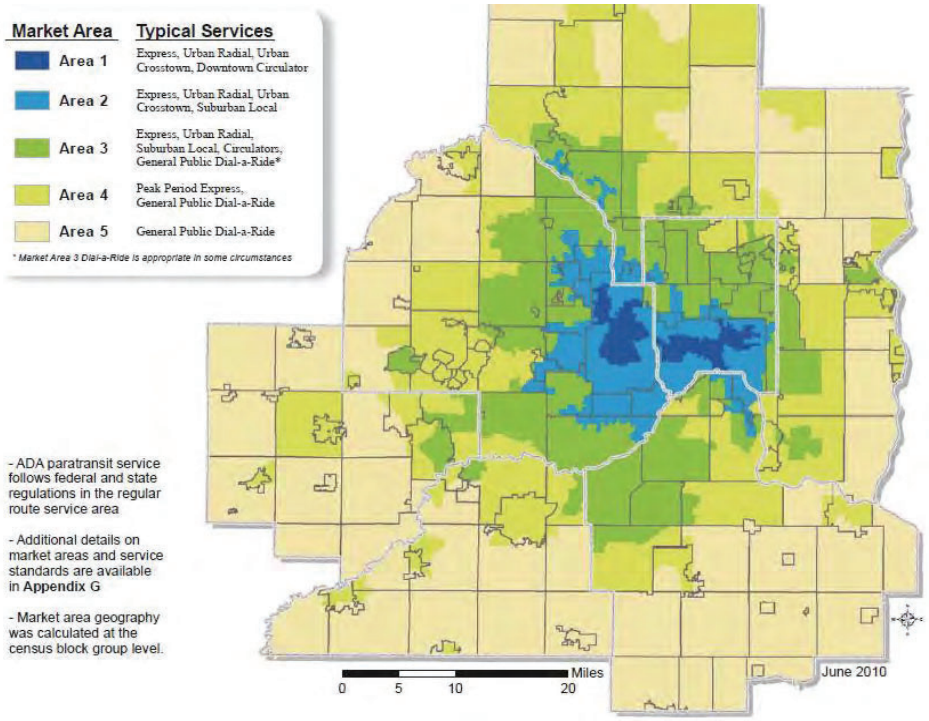
The MnDOT data files are such that individual intersections, areas, or corridors can be analyzed in detail. For each given study area, crashes can be sorted/analyzed in terms of severity of accident, type of accident, and other factors. For severity, the categories range from fatality to property (vehicle) damage only. The primary types of intersection accidents include rear-end, head-on, sideswipe, right angle, left turn. Different types of intersection conditions and/or deficiencies will lead to different patterns of crash types. A key to more detailed evaluation of given intersections and/or roadway segments is identifying crash rates, which factor in the volume of traffic (i.e., one would expect more crashes at high traffic volume locations simply due to additional "exposure"). The crash rate outcomes for given study areas can be compared to metro and statewide averages for the facility type being evaluated to assess the magnitude of the problem relative to expected conditions.

4.4 Existing Transit Service

Transit is an important element of the transportation system within Burnsville. As the cost to operate a vehicle continues to escalate, transit is becoming a more attractive alternative to driving alone. It also supports the economic growth of the area by providing access to labor markets, economic centers, and employment. Often transit is the only means of transportation for some people. Transit can also help to reduce auto trips thereby conserving energy, reducing pollution, and increasing the people carrying capacity of existing roadways.

The Metropolitan Council Transportation Policy Plan (TPP) identifies five distinct transit market areas which are defined by population and employment density and the number of people who depend on transit. Figure 22 – Metropolitan Council Transit Market Areas Map illustrates the location of the various transit market areas.

Figure 22
Metropolitan Council Transit Market Areas Map

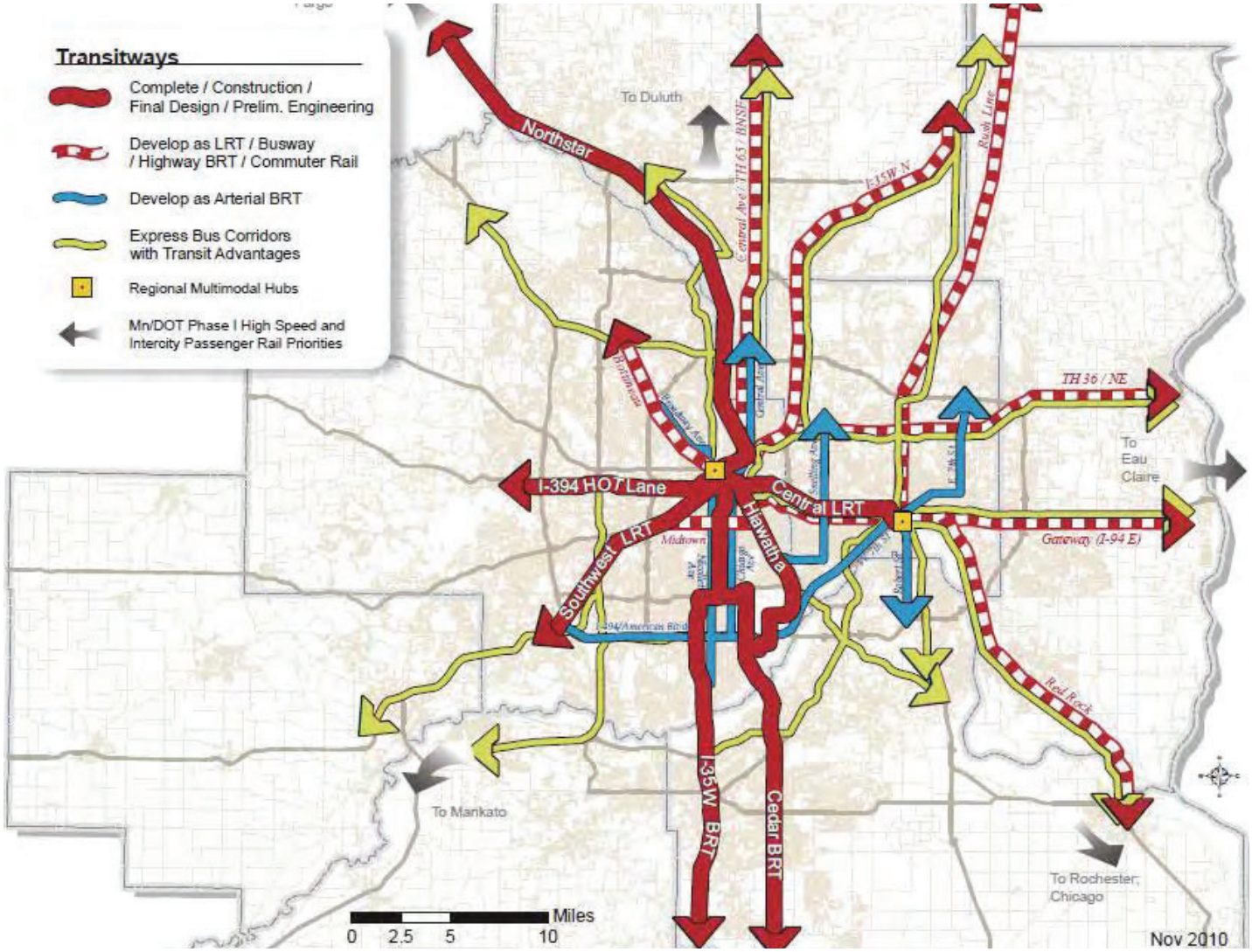


The entire city of Burnsville is located within Transit Market Area III with typical services including Express, Urban Radial, Suburban Local, Circulators, and General Public Dial-a-Ride. Transit Market Area III has moderate density and can support a variety of transit services, but at lower intensity than Areas I and II. In some cases, general public dial-a-ride services may be appropriate in this market. The suggested service types for Market Area III include a mix of regular route and community circulator service complemented by dial-a-ride service in specific cases. Community circulators should tie into regular route regional service at a transfer point. The service types are general descriptions for each market area: specific implementation of transit services will depend on available resources, specific analysis of transit demand, complementary and competing services, and other factors. Detailed analysis of specific communities may generate additional transit service delivery strategies.

Figure 23 – Metropolitan Council 2030 Transitway System Map illustrates the 2030 Transitway System as developed by the Metropolitan Council.

Figure 23

Metropolitan Council 2030 Transitway System Map



The region made progress in developing transitways in the past several years. The I-35W Bus Rapid Transit (BRT) line was constructed in 2009 through Burnsville as part of the Urban Partnership Agreement (UPA) with the federal government. The line provides service south of downtown Minneapolis and, along with many other buses, uses the double bus lanes on Marquette and 2nd Avenues in Downtown Minneapolis. As of 2011, the Cedar BRT line located in Apple Valley was also under construction.

In addition to the I-35W BRT, the 2030 Transitway System plan map (Figure 7-43) identifies Highway 13, east of I-35W as an Express Bus Corridor with Transit Advantages. The TPP identifies that Express routes will be enhanced and expanded in congested highway corridors. Park-and-ride facilities will be developed to support these routes and other improvements will be made within these corridors. A minimum level of express service (three trips per peak hour) from any one location within a corridor should be provided.

The following sections describe the various components of transit service and facilities in Burnsville.

4.4.1 Fixed Route Transit Service and Facilities

The City of Burnsville is one of five communities and two counties (City's of Burnsville, Eagan, Apple Valley, Rosemount, Savage, Counties of Dakota and Scott), that have followed the "Opt-Out" transit opportunity which allowed them to utilize the funds that would have gone to the Metro Transit Authority, to provide alternative transit service. All five communities entered into a joint powers agreement and formed the Minnesota Valley Transit Authority (MVTA). The MVTA Board is comprised of elected officials from each of the five cities and two counties in the service area. City Resolution No. 08-5634, identified MVTA as Burnsville's primary transit provider. A copy of the resolution is included in Appendix D – Technical Reports of this plan. Prior Lake which was one of the original "Opt-Out" communities has since withdrawn from the MVTA and currently operates its own transit service. In 2010, Lakeville joined with the Metro Transit Authority and a new park & ride facility was constructed along I-35W just south of Burnsville.

The MVTA has proven successful based on ridership and has strategies and plans for transit operations and expansions. MVTA has a number of regular routes provided for transit services and operates two park-and-ride facilities in Burnsville. A major transit hub and park-and-ride facility with 1,300 spaces is located at 100 East TH 13. This facility provides direct access to I-35W via an HOV lane and also features many amenities including indoor climate-controlled waiting, pay phones, restrooms, drinking fountains, vending machines, an ATM, bus pass sales, newspaper sales, and transit information. This park and ride currently is a 3 deck parking structure which has city approval to add a fourth deck which would accommodate an additional 300 - 400 vehicles. The other park-and-ride facility is located at the HOC and contains 350 spaces as well as an indoor climate-controlled waiting area. Both of these park-and-ride facilities operate near capacity.

The City of Burnsville and the MVTA have been involved in the Cedar Avenue Bus Rapid Transit (BRT) project. This service will operate in a fashion similar to light rail transit with station-only stops, high speeds, and frequent service. MVTA is coordinating the bus service from its two park and ride facilities with the Cedar Avenue BRT, which is currently under construction. The city and MVTA have also been involved in the proposed I-35W BRT, which is still in the planning phase. The 2030 TPP also identifies the TH-13/I-35W corridor as an Express Bus Corridor with Transit Advantages.

The transit routes and park-and-ride facilities serving Burnsville are identified on Figure 24 - Transit Services and Facilities Map. The transit service is summarized in Figure 25 - Existing Transit Service Summary Table. Figure 26 -Transit Fares, displays the fare structure for fixed route transit service.

Figure 24
Transit Service And Facilities

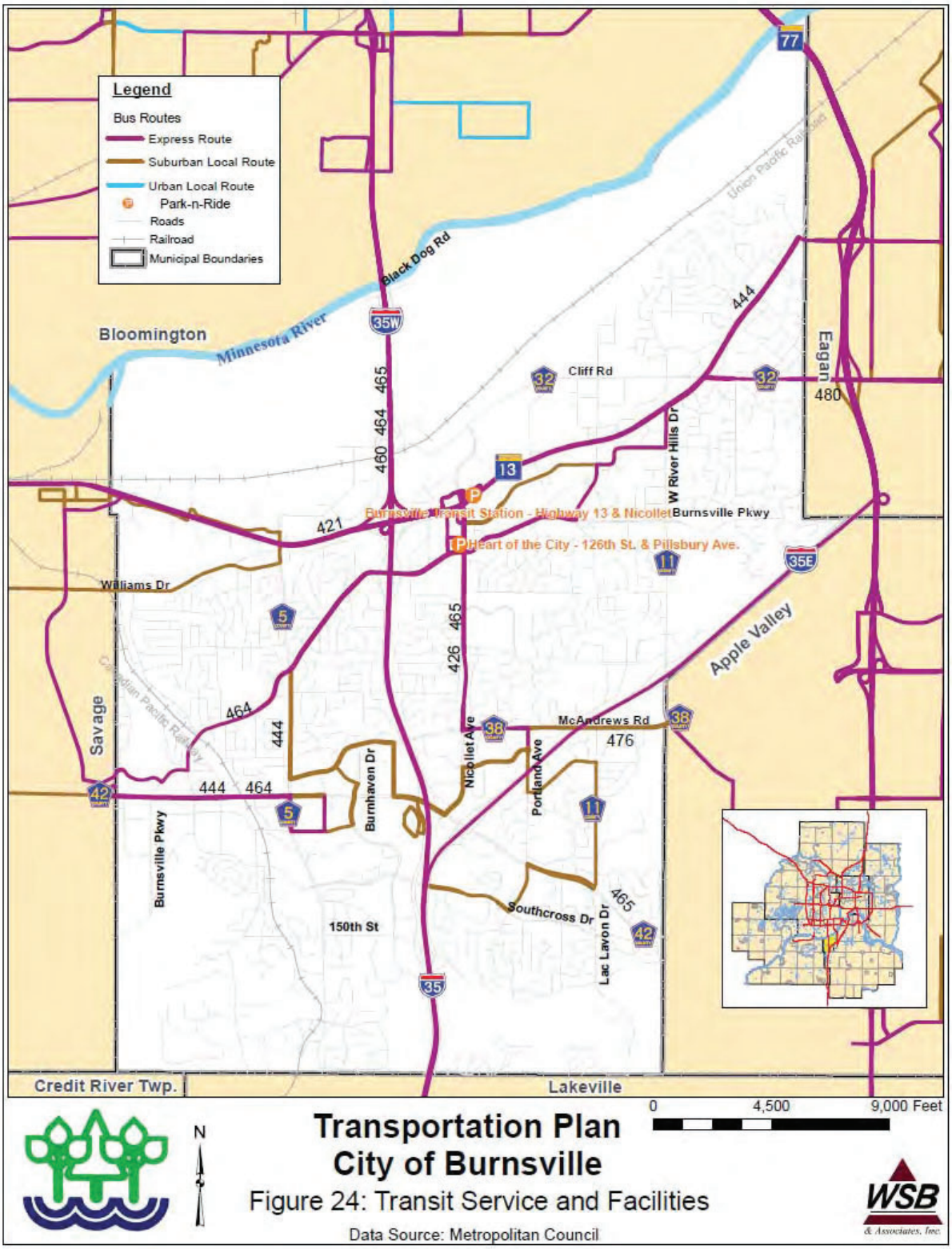


Figure 25
Existing Transit Services Summary Table

Route Number	Service Route Area/Key Stops	Burnsville Service Description
421	Savage, Burnsville, Burnsville Transit Station	Local Flex Service – six trips per day
426	Burnsville, Burnsville Transit Station	Rush hour shuttle service to/from Burnsville Transit Station
442	Apple Valley, Apple Valley Transit Station, Burnsville, Burnsville Shopping Center, Bloomington, Mall of America Transit Station	Local service; rush hour-midday-evening, Monday-Friday; 30-60 minute headways
444	Savage, Burnsville, Bloomington, Mall of America Transit Station	Local service; rush hour-midday-evening; Monday-Sunday; 30-60 minute headways
460	Burnsville, Burnsville Transit Station, Downtown Minneapolis, I-35W/Lake Street	Express service from Burnsville Transit Station to I-35W/Lake Street and Downtown Minneapolis; 5-60 minute headways (5-20 during rush hours)
464	Savage, Burnsville, Heart of the City Park and Ride, Burnsville Transit Station	Rush hour shuttle service – eight a.m. trips and seven p.m. trips
465	Burnsville, Burnsville Transit Station, Bloomington, Downtown Minneapolis, University of Minnesota	Express service between Burnsville Transit Station, South Bloomington Transit Station, I-35W/Lake Street, downtown Minneapolis, and the University of Minnesota; Monday-Friday;5-60 minute headways (15 to 30 during rush hours)
480	Apple Valley, Burnsville Heart of City Park & Ride, Eagan, Downtown St. Paul	Three roundtrips (rush hour) each day

Source: MVTA and WSB & Associates, Inc.

Figure 26
Transit Fares

Fare Category *	Time	Local Service	Express Service
Adult (13-64)	Non-rush hour	$1.75	$2.25
*Rush hour**		$2.25	$3.00
Senior(65+) and Youth (6-12)	Non-rush hour	$0.75	$0.75
Rush hour*		$2.25	$3.00
Persons with Disabilities	All times	$0.75	$0.75

* Children age five and under ride for free at all times. There is a limit of three children for every fare paid.

SOURCE: MVTA (2009)

4.4.2 Non-Fixed Route Transit

Between now and 2030, the demand for services for people who cannot use the regular-route transit system is projected to grow substantially. This demand will be fueled by the increase in the number of people above the age of 75, projected to grow by 150 percent by 2030, and the increased population in the region.

Dial-a-ride programs provide a "safety net" of transportation to people who would not otherwise have transportation. Typical users are the elderly, persons with disabilities who do not qualify for service under the ADA – Americans with Disabilities Act, people too young to drive, and people who do not own a car.

For destinations not served by bus, the MVTA participates in the regional Van-GO! Program. Vanpool routes are similar to bus routes. Once passengers are registered, they are picked up along the vanpool route or at an agreed upon location. Fares are paid daily, weekly or on a monthly basis. Like buses,

vanpools may use meter bypass lanes or ramps and HOV lanes. Para-transit Services are provided by Dakota Area Resources and Transportation for Seniors (DARTS).

4.4.3 Transit Facilities

Transit passenger facilities are essential to provide convenient and attractive transit service. They range from basic bus stop signs to large and complex multimodal transit centers and park-and-rides. There are a number of transit facilities that exist in Burnsville including Heart of the City Park & Ride located at 12751 Pillsbury Avenue and the MVTA Transit Station located at 100 East Highway 13. MVTA coordinates with the city to establish bus stop locations which are posted with signage and some that have bus benches and shelters. As the need arises, additional facilities will be provided to support the transit system.

4.5 Non-Motorized Transportation

Burnsville has approximately 100 miles of sidewalks and trails. These facilities are considered a vital part of the city's transportation system. At present, trail construction generally occurs both when roads are rebuilt and the cost is paid for out of street reconstruction funding, or when the specific trail link is included as an individual project in the Capital Improvement Program. The Parks Capital Fund is the source of funding for parks and trail funding.

Existing sidewalk and trial facilities are depicted on Figure 27 - Existing Trails and Sidewalks. Most arterial roadways have sidewalks on either side, and a number of collectors also have sidewalks. Sidewalks are generally five feet in width, except for the HOC Streetscape area. The city has eight– ten foot trails along County Road (CR) 11, CR 5, and Cliff Road. These were constructed by the county, with the city being responsible for maintenance up to and including mill and overlay. The city has also constructed trails along Nicollet Avenue, McAndrews Road, Highway 13, and Kennelly Road. The city has conducted extensive trail planning efforts.

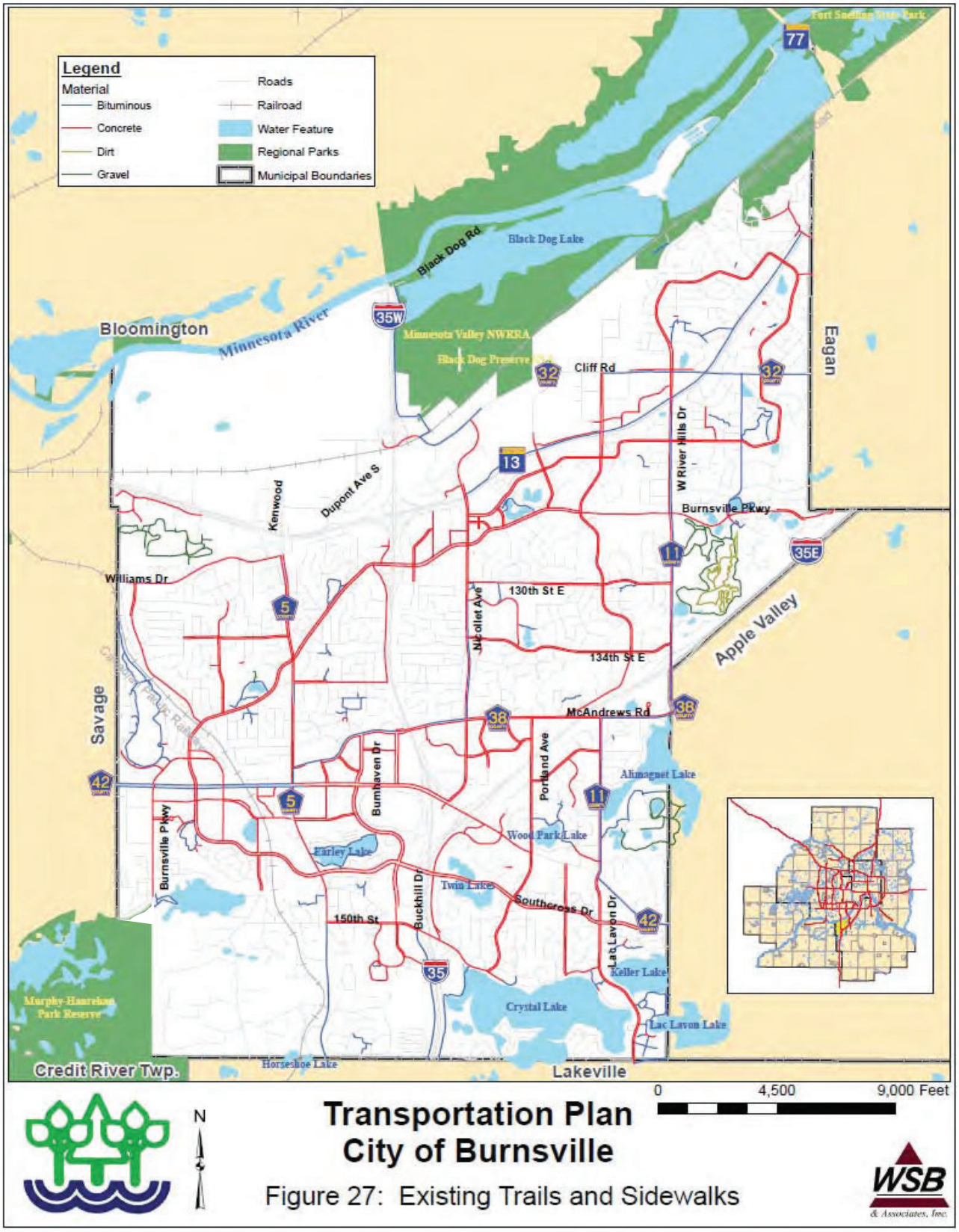
4.6 Other Transportation Sectors

4.6.1 Freight/Rail

Four Class I railroads and three regional or short line railroads serve the region's freight rail customers. Class I railroads link the region with major national markets and short lines predominantly operate local service, generally within 100 miles of the region. The railroad industry has continuously grown since the 1980's and rail lines continue as an increasingly important component of the region's freight system. The city has two existing rail lines. The Union Pacific (UP), has a track north of Highway 13 that parallels the Minnesota River and that connects to Savage on the west to Eagan in the east. The Canadian Pacific (CP) has a track through Burnsville that connects from Lakeville to the south to Savage in the northwest. This rail line runs through the southwest corner of Burnsville and is commonly referred to as the Dan Patch rail line.

The Union Pacific railroad is a Class I rail facility which travels through the industrial area and crosses under I-35W just south of the Cliff Road interchange. The Union Pacific carries between five and ten trains per day and has at-grade crossings at Washburn Avenue, Dupont Avenue, Cliff Road (CH 32), and a private crossing for Xcel Energy at Black Dog Park.

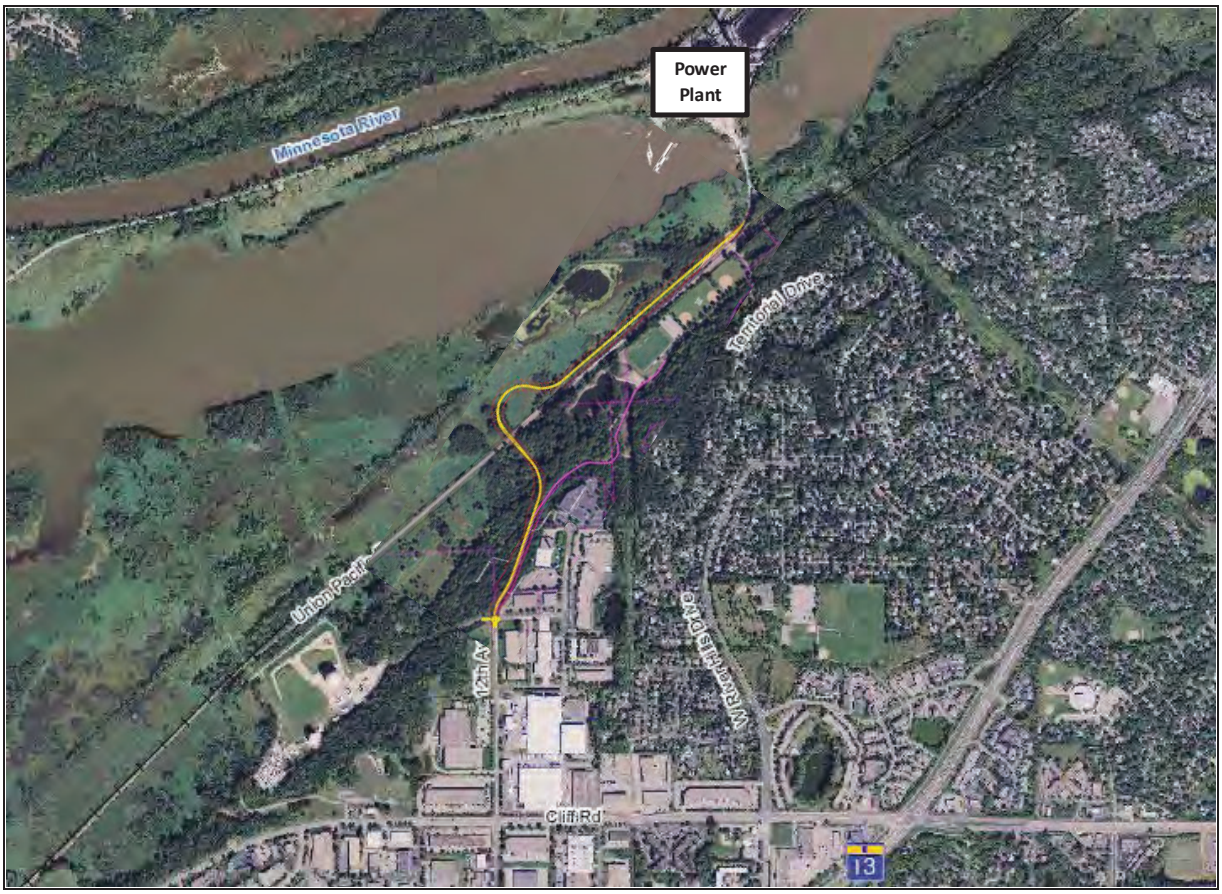
Figure 27
Existing Trails and Sidewalks



The city, Union Pacific railroad, Xcel and other agencies have worked with residents of the River Hills neighborhood for many years to reduce train whistle noise near the rail crossing adjacent to Black Dog Park. Xcel currently utilizes residential streets and a private drive through Black Dog Park which is a city park, in order to access the Black Dog Power Plant during flood events. In 2009 Xcel removed an overhead pedestrian bridge located over the railroad tracks and also installed a new bridge crossing over Black Dog Lake. At some point in the future, Xcel plans to change the way it produces electricity from coal (delivered by rail) to natural gas. The city is working with Xcel to develop an alternative access route through industrial zoned land and the northerly extension of 12th Avenue. In 2011 the completed a Feasibility Study that identified a recommended alignment for extending 12th Avenue South from East 115th Street to Xcel Energy's Black Dog Power Plant. Figure 28 - 12th Avenue Extension Map displays the recommended alignment (in yellow) for the potential 12th Avenue extension to the power plant.

Figure 28

12th Avenue Extension Map



The alternative access to the Xcel generating plant is highly desired by the city to remove heavy industrial traffic from the River Hills neighborhood and from the city park. The future repower project and potential electric plant expansion(s) will likely require major truck hauling to bring soil to the site. This needs to be done on roads built to accommodate heavy industrial traffic. The city will continue to work with Xcel, the railroad and regulatory agencies to relocate the southerly plant access and rail crossing to a location that does not negatively impact residential neighborhoods.

The Minnesota River Quadrant (MRQ) Concept Plan identifies that in the future, the north extension of Chowen Avenue will be the primary westerly access to the MRQ. The Chowen Avenue north extension

will likely be coordinated with a future interchange improvement at S.T.H. 13 and Chowen Avenue planned as part of the Trunk Highway 13 Corridor Study in section 5.2 of this plan. The city will work with the railroad and applicable regulatory agencies to plan for a public rail crossing at Chowen Avenue.

The Canadian Pacific (Dan Patch) track currently has little or no train traffic through Burnsville. This line has grade separations at CSAH 42 and Williams Drive (Scott County Hwy. No. 16) and numerous at grade crossings in Burnsville. This is the route of the Dan Patch Commuter Rail Line which had been identified by the region as a potential commuter rail line between Northfield and Minneapolis with stops in between. The TPP calls for preserving railroad right-of-way such as Dan Patch for potential future transportation corridors. The use of the Dan Patch rail corridor for trail purposes, (if it is abandoned at a future date), is supported by the city. In Burnsville areas adjacent to much of the rail corridor are developed with single family residential homes. The city's development pattern is conducive for trail and/or greenway purposes but not as a future transportation corridor.

4.6.2 Aviation

The drive distance from the City of Burnsville to the Minneapolis/St. Paul (MSP) International Airport is about 13 miles however the northeast corner of the city is within about 2.5 miles from the southern boundary of MSP.

Currently, no aviation support facilities exist in the City of Burnsville. There are no emergency use airports or heliports, and only one helistop, located at the Fairview Ridges Hospital. The city has received no requests to construct any heliports,(which are a conditional use in the I1 – Industrial Park and the I3 – Office and Industrial Park zoning districts).

4.6.2.1 Sea plane Lakes

There are two sea plain lakes in Burnsville, Crystal and Alimagnet lakes. In addition to seaplanes, aircraft equipped with wheels or skis may operate on these lakes when frozen and if landing and take-off can be conducted in a safe and reasonable manner relative to lake and traffic use (Minn. Rules Section 8800.2800.6). Sea planes have used these lakes on occasion, but rarely. New land use ordinances have not been adopted since the areas around the lakes are completely developed with mostly residential use, the exception being the park on the southern portion of Lake Alimagnet. According to Chapter 8800, anyone intending to use these lakes for seaplanes must first obtain the permission of the landowner to use the landing area, in this case the city. Thus, once the city is notified, appropriate measures will be made in advance to ensure that adequate safety controls are in place for successful landing and takeoff.

Currently, no licenses for public or private seaplane bases, or for personal use, have been issued for either of these lakes and, thus, both lakes are considered unlicensed landing areas. Any future seaplane bases are subject to Chapter 8800 of the Minnesota Rules. Unlicensed landing areas may be used for temporary operations by a person with a private pilot's certificate or higher rating, or a person, firm or corporation holding a license as a commercial operator for temporary use in connection with commercial operations.

4.6.2.2 Airport Noise

Prior to 2006, the city experienced relatively little aircraft noise, due to the orientation of runways. This changed with the opening of new runway #17/35. The noise issues that Burnsville experienced in 2006/2007 coincided with the opening of the new #17/35 runway which is expected to be used for 37% of all departures from and 17% of all arrivals to, MSP International Airport when the airport reaches full operating capacity. The environmental review documents associated with the new runway indicated

that flights would be directed over the Minnesota River Valley upon take off in order to reduce noise impacts to existing neighborhoods (the river valley is sparsely populated). Following the runway opening, flights were not following the runway usage plans that the Metropolitan Airports Commission adopted and the result was that northeast Burnsville was impacted by noise from flight operations. The city worked with MAC and the FAA to resolve the matter and to date, flights have utilized the river valley and the noise situation has been mitigated.

4.6.3 Navigable Waters

The Minnesota River is a navigable waterway used by barges to carry bulk commodities to domestic and international markets. The U.S. Army Corps of Engineers maintains the barge channels and the dredge operations are managed by the Lower Minnesota River Watershed District Dredge Materials Plan for the Minnesota River.

Within Burnsville, US Salt receives barge deliveries of salt, light weight aggregate and cotton seed. The terminal is accessed by truck from I-35W via Black Dog Road and the site has a total storage capacity of 55,000 tons.

Port Bunge is located in the City of Savage and includes several large operators including Mosaic Crop Nutrition, CHS Inc., Superior Minerals Co., and River Land Ag. Corp., Port Cargill East and West. The commodities handled include grain, fertilizer and aggregate. Port Cargill East is located within the City of Savage but has a barge channel located in NW Burnsville. This port handles corn commodities and has total storage capacity for 10,000,000 bushels. Port Bunge is classified by the TPP as a major intermodal freight terminal that has barge access along the Minnesota River, rail access to the Canadian Pacific rail system and access to TH 13.

5.0 PLANNING CONTEXT - STUDIES, PROJECTS, ISSUES

5.1 CSAH 42 Corridor Study

The CSAH 42 Corridor Study was a major study completed in the late 1990s that reviewed the corridor from Shakopee east to Rosemount. It identified improvements needed along the corridor to keep pace with development and associated traffic growth. Burnsville, Dakota County and Savage have completed necessary frontage/backage road improvements during the 2004-2006 timeframe to assist in taking local trips off of CSAH 42. In 2007 Dakota County contracted for the “Section 8” improvements which included widening CSAH 42 from 4 to 6 lanes from CSAH 5 west to Savage.

5.2 Trunk Highway 13 Corridor Study

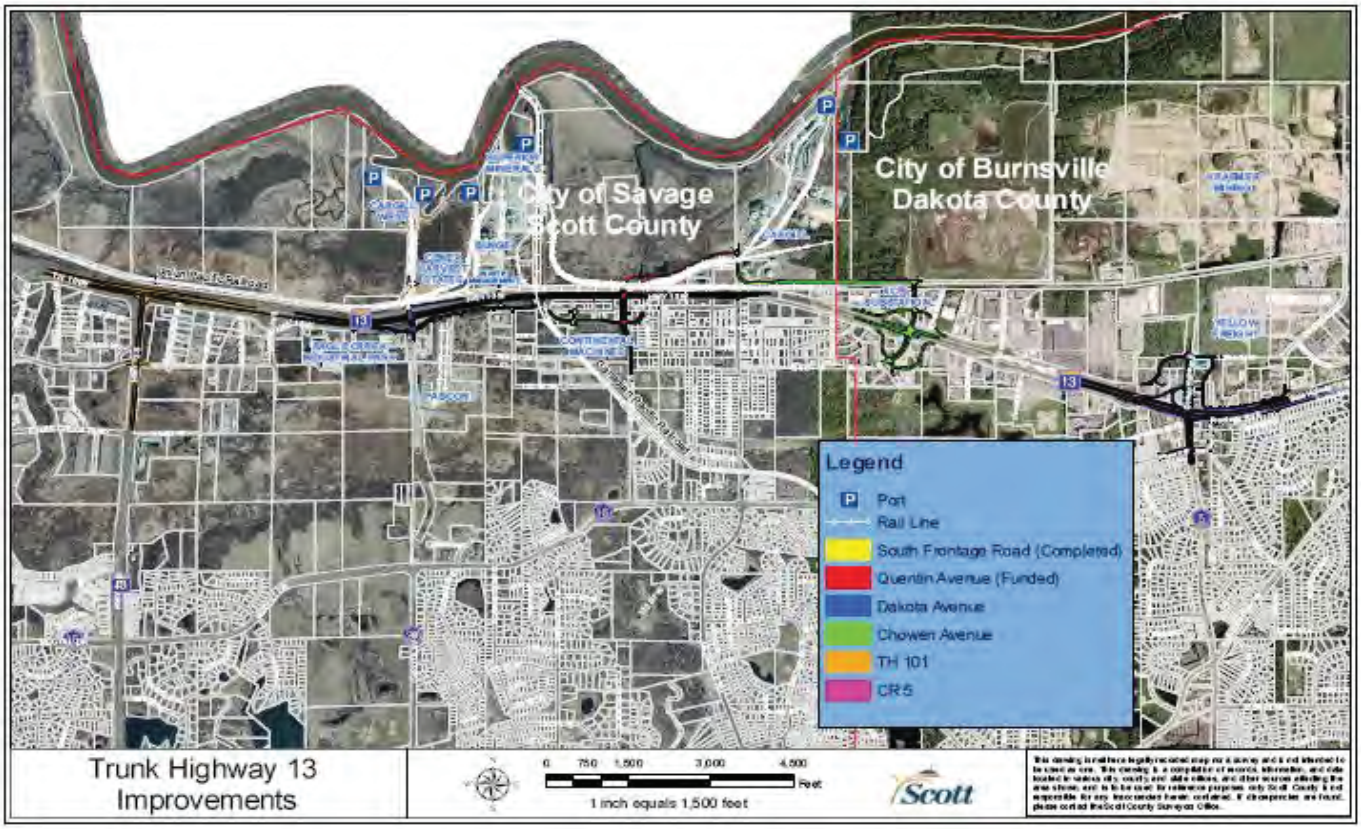
Trunk Highway 13 is a major east-west route in northern Dakota and Scott Counties, connecting Cedar Avenue (TH 77), I-35W, and TH 169. Trunk Highway 13 is a major truck corridor serving the region including the Ports of Savage on the Minnesota River. The corridor study identified key transportation issues along the corridor and made recommendations for possible improvements. The study was a joint effort on behalf of MnDOT, Dakota County, Scott County, Burnsville, Savage, and the Metropolitan Council. Study recommendations for the Burnsville portions of the project area included:

- Coordinate traffic signals on TH 13.
- Conduct a feasibility study to determine the long-term plan for access and signalization of TH 13 between Lynn Avenue and Chowen Avenue.
- Add bus shoulder lanes.
- Construct Kenwood Trail north of the intersection of CSAH 5 and TH 13.
- Construct a grade-separated TH 13/CSAH 5/Kenwood Trail interchange.

- Add a lane in each direction to TH 13.
- Implement signal modifications and pedestrian improvements at Diffley Road, CSAH 5, Nicollet Avenue, and CR 11.

Figure 29 - Trunk Highway 13 Improvements Map illustrates anticipated improvements for the TH 13 Corridor.

Figure 29
Trunk Highway 13 Improvements Map



5.3 Minnesota River Quadrant (MRQ) Redevelopment

Redevelopment of the Minnesota River Quadrant (MRQ) has been discussed previously in Chapter II, Future Land Use Guide Plan. The redevelopment of the MRQ will require substantial transportation improvements. A new interchange will be constructed at TH 13/CSAH 5/Kenwood Trail starting in 2013. Kenwood Trail is a local city street that will connect with CSAH 5 at the interchange. For the foreseeable future, the main access to the MRQ will be via Kenwood Trail, Cliff Road and Washburn Avenue. The long term road network for the MRQ is identified on Figure 31 - Roadway Improvements – MRQ Area map.

5.4 I-35W and TH 13 Concept Report

MnDOT has identified the segment of I-35W near Cliff Road in Burnsville as an area of increasing congestion and crash problems. In light of this fact, combined with anticipated future development and associated traffic increases south of the Minnesota River, MnDOT led a group of agencies to discuss and evaluate improvement concepts for the corridor.

The I-35W and TH 13 Burnsville Interchange Report was prepared in June 2005 summarizing the activities, issues, and alternatives identified. The main point of the report is that the Cliff and Black Dog

Road interchanges should be eliminated and be replaced by one new interchange to be located midway between the existing Black Dog and Cliff Road interchanges.

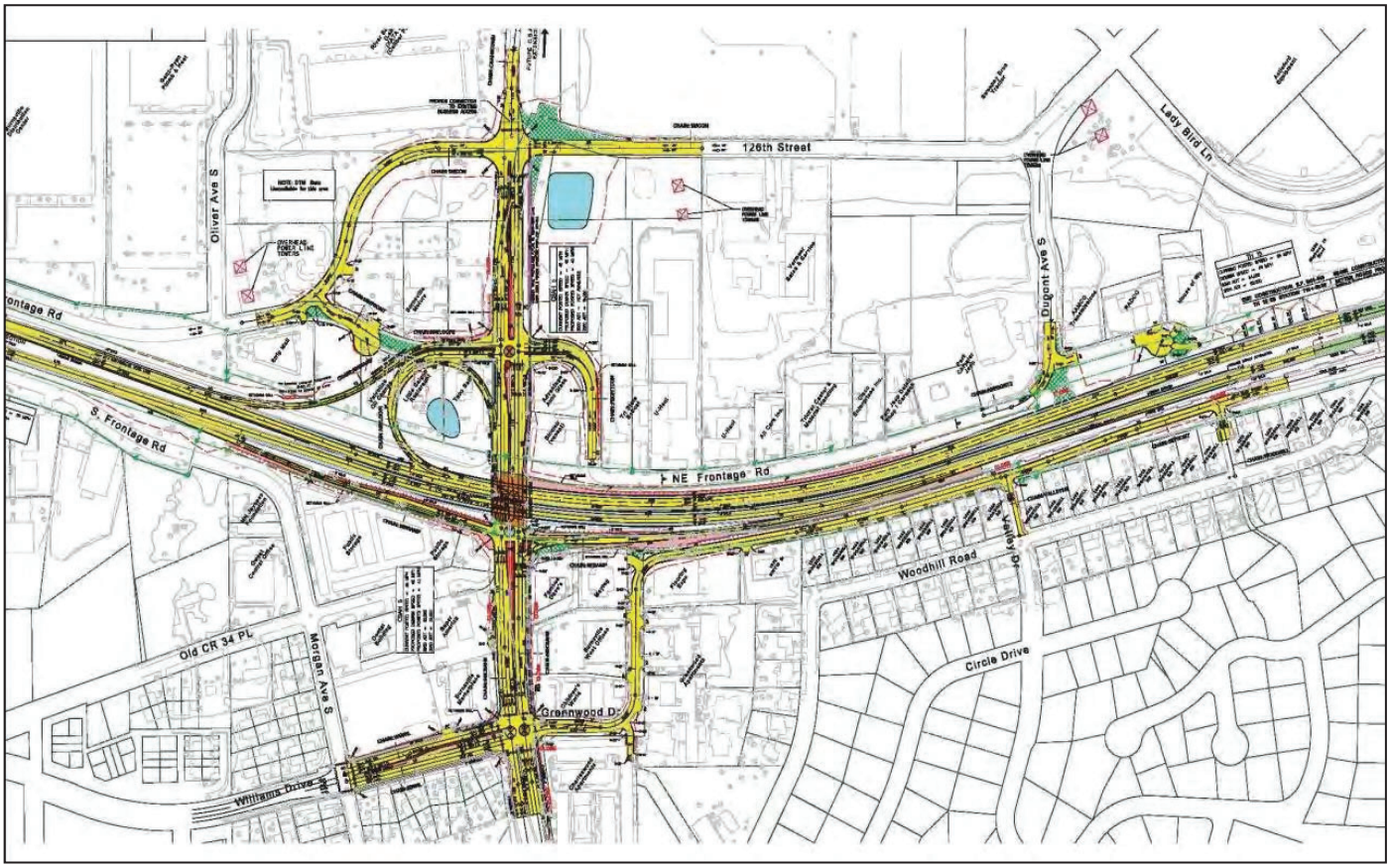
In 2006, MnDOT studied this concept further with the desired outcome of locating this new interchange so that the city and land owners could plan for around this new location. The study was completed in 2008 and the new interchange location is to be located at 118th Street with the existing Black Dog and Cliff Road interchanges to ultimately be closed. This project is not currently on MnDOT's funding program and there are numerous environmental concerns that will need to be addressed in the future.

5.5 TH 13/CSAH 5/Kenwood Trail Interchange

Preliminary design work started in 2006 on the TH 13/CSAH 5/Kenwood Trail Interchange project. A Burnsville-funded scoping document and environmental assessment were completed and approved by MnDOT and Dakota County. Various alternative designs were studied and brought to the public through open houses. The final design of the interchange is shown in Figure 30 –TH 13/CSAH 5/Kenwood Trail Interchange. The plan is to substantially lower TH 13 and construct an overpass for vehicles, pedestrians and bicycles traveling from CSAH 5 over TH 13 and to Kenwood Trail (located north of TH 13). For the part of the road north of TH 13, the jurisdiction, street name and functional classification will change from CSAH 5 to Kenwood Trail, a local city street. Noise walls ranging from 10 to 20 feet tall will be installed along TH 13 to mitigate noise. The project is anticipated to begin construction in 2013 and be completed in 2015 The $44.23 million dollar interchange is being funded from a number of sources including federal, MnDOT, Dakota County Community Development Agency grant, Dakota County and the City of Burnsville.

Figure 30

TH 13/CSAH 5/Kenwood Trail Interchange



5.6 KENWOOD Trail Extension

The Kenwood Trail Extension project will link the future TH 13/CSAH5/Kenwood Trail interchange with the I-35W/Cliff Road interchange on a new alignment. It is needed to relieve severe congestion on TH 13 west of I-35W and the I-35W/TH 13 interchange. It will improve the continuity and efficiency of the link between CSAH 5/Kenwood Trail and Cliff Road (CSAH 32). This extension will be the main access road from the south into and through the future MRQ redevelopment area.

This project has been in the planning stages for many years. Its need has been identified in a number of regional and local planning documents including the 2000 TH 13 Corridor study. An Environmental Assessment Worksheet (EAW) for the project was completed in 2001 and a detailed engineering feasibility study was completed in 2003. The City of Burnsville has been systematically acquiring right-of-way for the project as development and redevelopment occurs in the corridor.

In spite of the city's work to advance this project, it has been unable to secure additional funds for construction at this time but will continue its efforts to secure such funding. The city is implementing elements of the MRQ Concept Plan utilizing official mapping to place the public on notice of right-of-way needs. The Burnsville city council approved an official map in April 2012 for right-of-way needed for future Kenwood Trail to run parallel and directly north of the Union Pacific railroad connecting Dupont Avenue South to the Cliff Road interchange. Figure 32 – Official Map Kenwood Trail Extension illustrates the area that is officially mapped.

Figure 31
Roadway Improvements – MRQ Area

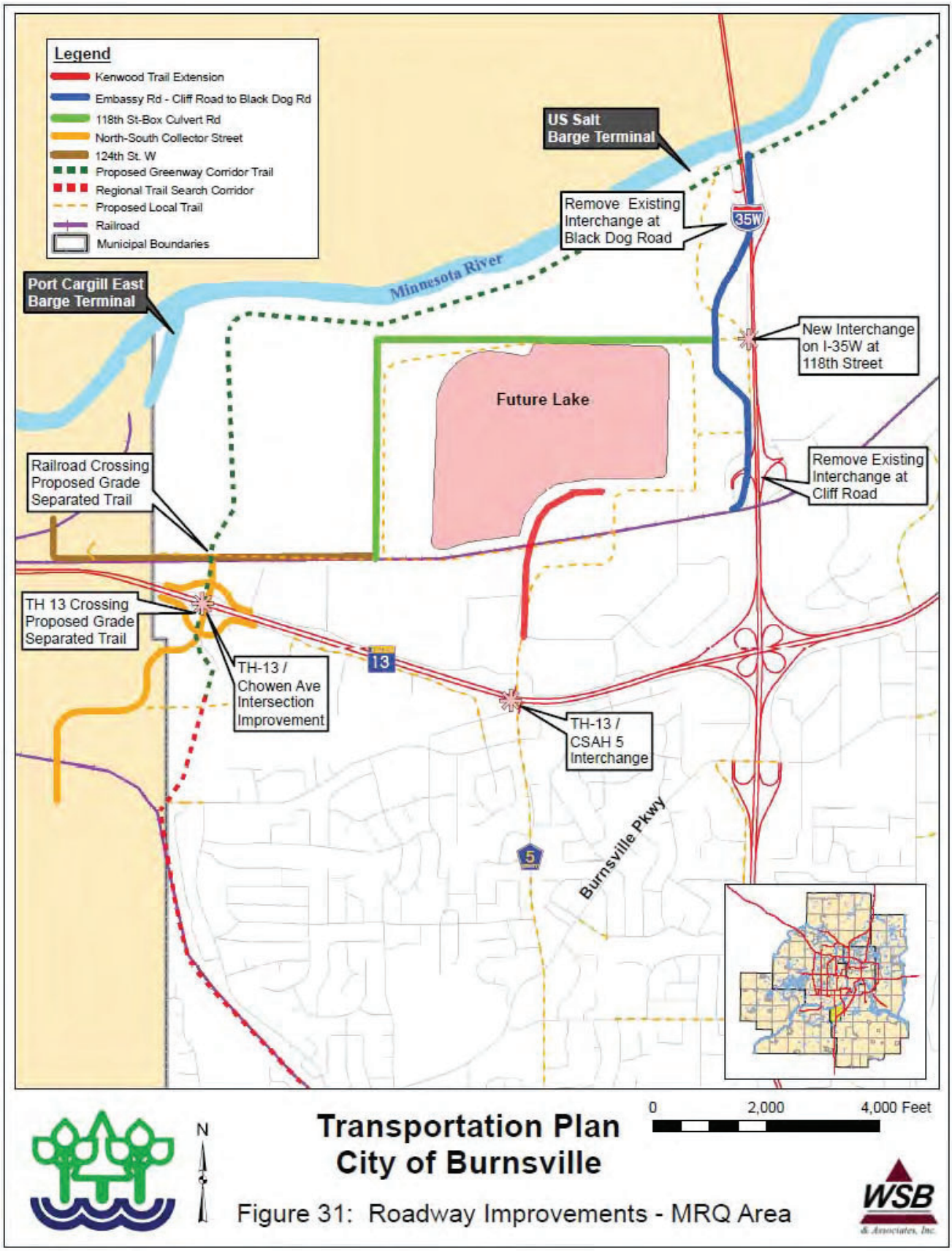
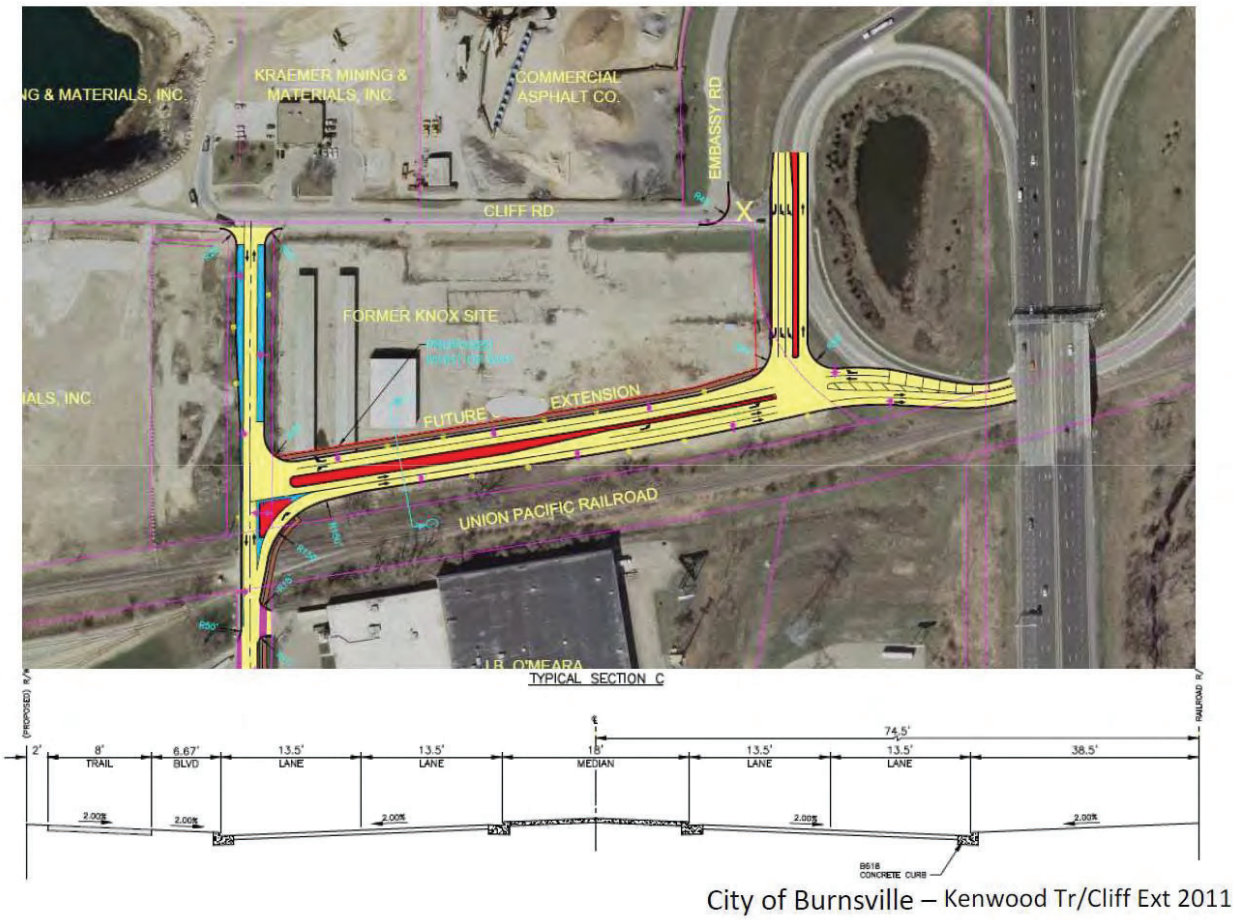


Figure 32
Official Map Kenwood Trail Extension



5.7 North South Collector Street Study

A major need identified in the TH 13 Corridor Study is a north-south collector roadway linking TH 13 at Chowen Avenue to CSAH 16 at Lynn Avenue. This road will be constructed on a new alignment. The southeast two thirds of the project will be in Savage, and the northeast portion including the intersection with TH 13 will be in Burnsville. The findings in the report have been adopted by both the City of Burnsville and the City of Savage. Additional funding will be required for this project, but is secondary to the TH 13/CSAH 5/Kenwood Trail interchange project.

The City of Savage approved a residential Planned Unit Development known as Dan Patch Trail and reserved the right-of-way for the section of the collector street planned to connect to Lynn Avenue to 126th Street/Chowen Avenue. The City of Savage anticipates that it will construct the north/south collector street within their community at a future date with a parkway design. The City of Burnsville approved a concept PUD for the same property owner in 2009 which identifies that the property in Burnsville will be developed with single family lots with road access to the collector street. Both cities will continue coordinating efforts to ensure that this important collector street system is constructed.

5.8 Urban Partnership Agreement (UPA

The U.S. Department of Transportation initiated a major program to limit congestion on key urban roadways. Metropolitan areas across the U.S. were asked to submit proposals for congestion relief programs to, in turn, receive federal funding. Based on a grant application prepared jointly by MnDOT

and the Metropolitan Council, the Minneapolis/St. Paul metropolitan area was selected in 2007 as one of five model metro areas to receive funding for the projects identified in their proposal.

The work funded under the UPA provided significant benefit for Burnsville commuters and involved improving traffic management and transit capabilities on I-35W. The highlights of the I-35W improvements include:

- Conversion of high-occupancy vehicle (HOV) lanes to high-occupancy toll (HOT) lanes between I-494 and the Burnsville Parkway featuring transit use and overhead electronic fare payment for personal and/or business vehicles.
- Extension of the HOT lanes through the Crosstown Commons area between I-494 and 46th Street.
- Implementation of Dynamic Shoulder Lanes on northbound I-35W between 46th Street and downtown Minneapolis.
- Implementation of Bus Rapid Transit Service in the I-35W corridor.

5.9 Dakota County 2030 Transit Plan

In 2008, Dakota County adopted the 2030 Transit Plan which has been incorporated into the Dakota County 2030 Comprehensive Plan. The Transit Plan element of the Dakota County 2030 Comprehensive Plan does not identify specific planned improvements; however the plan includes the following key objectives:

1. Provide assistance to the Dakota County Regional Railroad Authority in transitway planning and development.
2. Support service providers in identifying transit needs and solutions of the transit-dependent population.
3. Work with local units of government to link transit service and land-use decisions.
4. Monitor and support use of technological advances and roadway design modifications to reduce travel demand and improve transit performance.
5. Secure dedicated regional, state and federal transit funding for capital investments that can improve the effectiveness of transit service.
6. Provide for specialized transit services for clients of Dakota County's Community Services Division.
7. Allocate CIP funds dedicated for transit for infrastructure improvements that can increase the convenience or efficiency of transit service.

Dakota County's efforts towards these objectives are often undertaken ona regional level through cooperation with other bodies responsible for financing, developing, and operating transit service. Dakota County regularly engages with several regional agencies to develop transit policy, service and infrastructure.

5.10 Dakota County 2030 Transportation Plan

The Dakota County 2030 Transportation Plan is a part of the Dakota County Comprehensive Plan. It is used as a guide to maintain and improve the transportation system in line with land use goals and objectives and transportation policies. The county is required to update the Comprehensive Plan at least once every ten years. However, a strategy of the Transportation Plan is to review and update the Transportation Plan every five years.

The stated goals of the Dakota County 2030 Transportation Plan include the following:

- Goal 1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System
- Goal 2: Transit and Integration of Transportation Modes
- Goal 3: Preservation of the Existing System
- Goal 4: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity
- Goal 5: Replace Deficient Elements of the System
- Goal 6: Improvement and Expansion of Transportation Corridors

The plan is guided by the following principles:

- encouraging environmental sustainability
- connectedness through integrated land use and transportation planning
- collaboration with other agencies and organizations
- use transportation improvements to encourage economic vitality
- provide transportation options to allow users to have more choices
- encouraging safety through development and implementation of design standards
- encouraging additional planning efforts and travel demand modeling
- avoiding and mitigating social economic and environmental impacts
- encouraging public and agency involvement
- encouraging context-sensitive design and complete streets

Relating specifically to Burnsville, the plan includes the following:

- The 2012-2015 CIP includes funding for an interchange at TH 13 and CSAH 5
- I-35W, I-35E, and TH-77 are identified as Regional Transitways
- I-35W BRT, Cedar Avenue BRT, and TH-13 are identified as express bus corridors.
- Gaps in the sidewalk and trail network along county roadways are identified, including gaps along CSAH 42, CSAH 5, and CSAH 32
- Access spacing needs along CSAH 42 and CSAH 32 are identified
- Potential jurisdictional transfer of CSAH 42 and a portion of CSAH 32 from the county to the state
- Potential jurisdictional transfer of a portion of TH-13 from the state to the county
- Portions of CSAH 42, CSAH 11, and CSAH 32 are approaching or exceeding capacity, and congestion along county corridors in Burnsville will increase
- Portions of CSAH 32 and CSAH 42 are projected to exceed 6-lane capacity by 2030
- Several intersections along CSAH 42 are projected to be over capacity. The intersections of CSAH 5, Nicollet Avenue, Aldrich Avenue, and Burnhaven Drive are candidates for future interchanges, although none are planned or programmed

6.0 FUTURE TRANSPORTATION SYSTEM

Provided in this section of the chapter is a description of the projected 2030 transportation conditions in Burnsville.

6.1 Future Roadway Needs

The Metropolitan Council Travel Demand Model was used for determining future travel conditions on Burnsville roadways. The Model was calibrated to year 2000 ADT volumes and subsequently used for future condition forecasts. In the Model, the entire Twin Cities metropolitan area is divided into 1,165 Transportation Analysis Zones (TAZs). Provided below is a summary of the process employed in the Metropolitan Council Travel Demand Model.

6.1.1 Four-Step Modeling Process

The travel demand forecasting model estimates the amount of travel that can be expected in the future for a given land use scenario and transportation network. The model provides the basis with which to identify future year transportation needs and gives the analyst the ability to test potential improvements. The model can be used to test individual improvements or a package of improvements can be coded and evaluated. The travel demand forecasting results can then be analyzed and used as a tool to help prioritize future year transportation improvements. The four-step modeling process is described in the following sections.

1. **Trip Generation.** The first step in forecasting travel is trip generation. In this step, information about land use, population and economic forecasts are used to estimate how many person-trips will be made to and from each TAZ. Trip generation is estimated by applying trip generation equations to zoned land use information. Trip production zones are based on household characteristics such as the number of people in the household and the number of vehicles available. Trip attractions are typically based on the level of employment in a zone.

2. **Trip Distribution.** The second step, trip distribution estimates the number of trips that begin and end at particular TAZs (traffic assignment zones). These linked trip ends form an origin-destination trip matrix through the process of trip distribution. Trip distribution is based on the idea that the number of trips between two points is dependent upon their attractiveness for a given trip purpose and the separation (distance or travel time) between the points. A zone with a large number of trip attractions will receive a greater number of trips than one with a small number of trip attractions. The other primary factor in trip distribution is distance. The number of trips between a given origin-destination zone pair decreases with increasing travel time between the origin zone and the destination zone.

3. **Mode Choice.** The third step, mode choice is the step where trips between a given origin and destination are separated into different modes of travel including public transit and personal vehicles. The attractiveness of travel by different modes based on various characteristics are estimated to determine their relative usage.

4. **Traffic Assignment.** The fourth step, traffic assignment, assigns trips to specific paths. The particular routes used to travel from each origin to each destination are first determined based on the shortest travel times. The assigned trip volumes are then compared to the capacity of each link to see which, if any, links are congested. If a roadway is congested the travel speed will be less, resulting in longer travel time on that roadway. As a result, trips in the model are

shifted to less congested links until there is a balance between travel demand and travel supply on the network.

6.1.2 Land Use Assumptions

Future year land use requires the allocation of socioeconomic data (i.e., population and employment) to individual TAZs. Discussions with the city regarding future land use plans and development proposals were used to assign future population and employment values to the 24 TAZs within Burnsville.

Figure 33 - Transportation Analysis Zones Map displays the location of the various TAZs contained within Burnsville. Figure 34 - Burnsville Transportation Analysis Zones Land Use Information lists the year 2000 and the projected 2030 population and total (retail and non-retail) employment for Burnsville.

Figure 33
Transportation Analysis Zones

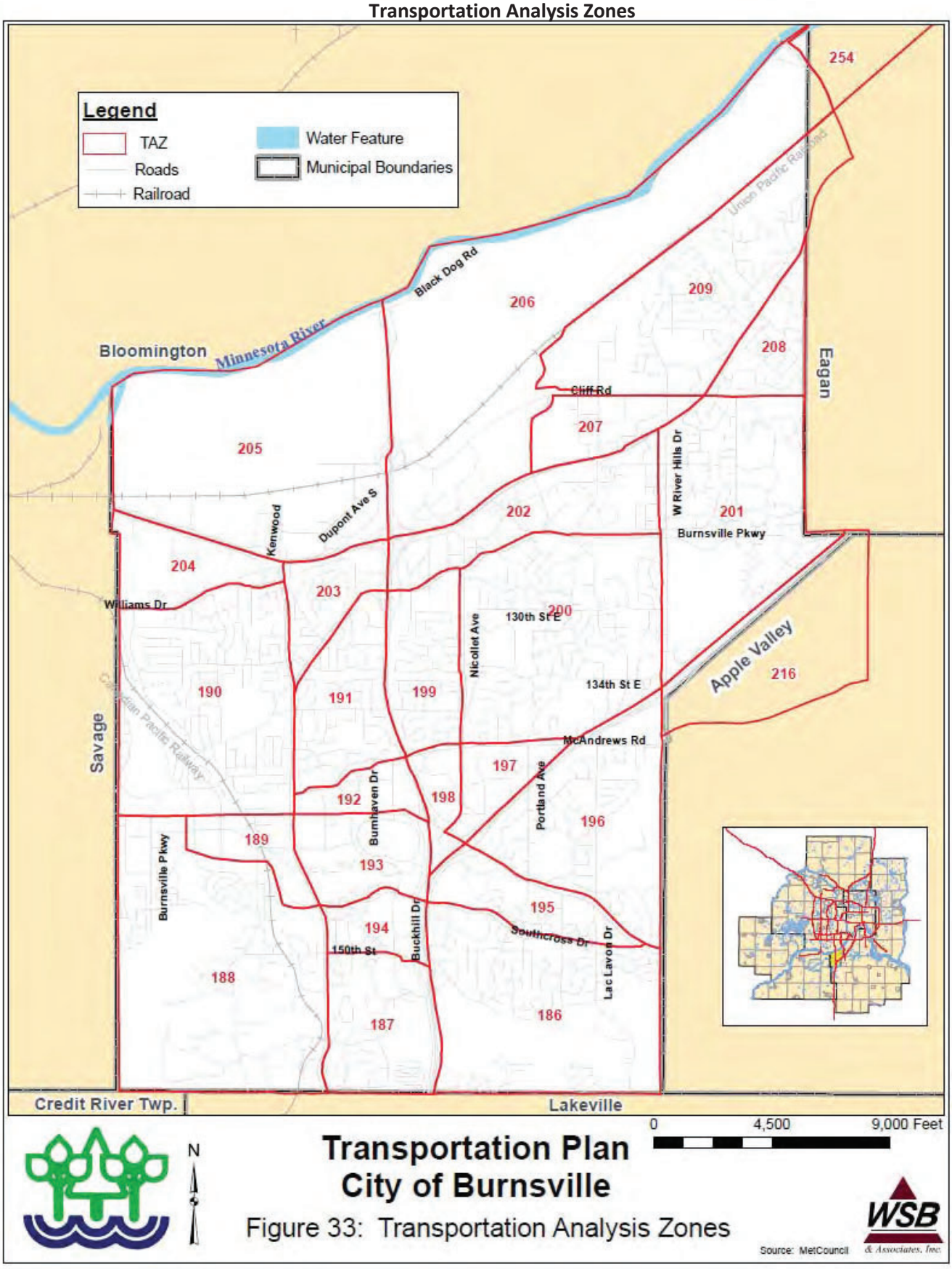


Figure 34 - Burnsville Transportation Analysis Zones Land Use Information

TAZ	Population			Households			Total Employment			Retail Employment			Non-Retail Employment		
	2000	2030	Change	2000	2030	Change	2000	2030	Change	2000	2030	Change	2000	2030	Change
186	4,222	3,637	*(585)*	1,354	1,641	*287*	189	114	*(75)*	25	25	-	164	114	*(50)*
187	3,024	3,753	*729*	1,290	1,563	*273*	425	46	*(379)*	65	90	*25*	360	340	*(20)*
188	4,208	4,508	*300*	1,535	1,860	*325*	2,114	2,300	*186*	34	-	*(34)*	2,080	2,300	*220*
189	4	4	-	2	2	*0*	1,760	2,164	*404*	240	230	*(10)*	1,520	1,934	*414*
190	6,743	6,943	*200*	2,320	2,811	*491*	1,612	1,797	*185*	-	175	*175*	1,612	1,622	*10*
191	3,645	3,645	-	1,233	1,494	*261*	268	88	*(180)*	-	-	-	268	88	*(180)*
192	-	-	-	-	-	-	1,627	3,100	*1,473*	1,013	2,080	*1,067*	614	1,020	*406*
193	1,423	1,750	*327*	707	857	*150*	3,070	4,170	*1,100*	2,327	2,827	*500*	743	1,343	*600*
194	588	463	*(125)*	185	224	*39*	463	638	*175*	420	485	*65*	43	153	*110*
195	2,071	2,471	*400*	917	1,111	*194*	301	565	*264*	125	145	*20*	176	420	*244*
196	4,473	4,473	-	1,837	2,226	*389*	1,275	1,375	*100*	750	800	*50*	525	575	*50*
197	497	487	*(10)*	195	236	*41*	1,013	3,013	*2,000*	390	800	*410*	623	2,213	*1,590*
198	671	671	-	322	390	*68*	1,209	1,409	*200*	313	509	*196*	896	900	*4*
199	2,881	2,881	-	1,331	1,613	*282*	681	881	*200*	77	200	*123*	604	681	*77*
200	7,468	6,925	*(543)*	2,922	3,540	*618*	1,070	1,170	*100*	50	145	*95*	1,020	1,025	*5*
201	5,019	4,698	*(321)*	1,877	2,274	*397*	706	340	*(366)*	450	165	*(285)*	256	175	*(81)*
202	3,567	5,117	*1,550*	1,792	2,171	*379*	2,856	3,231	*375*	850	975	*125*	2,006	2,256	*250*
203	1,960	1,960	-	762	923	*161*	429	1,429	*1,000*	145	500	*355*	284	929	*645*
204	719	1,955	*1,236*	319	387	*68*	490	1,220	*730*	119	510	*391*	371	710	*339*
205	-	800	*800*	-	-	-	2,279	4,928	*2,649*	1,415	1,678	*263*	864	3,250	*2,386*
206	-	-	-	-	-	-	1,992	2,252	*260*	120	237	*117*	1,872	2,015	*143*
207	708	708	-	403	488	*85*	2,507	3,757	*1,250*	200	800	*600*	2,307	2,957	*650*
208	1,767	2,968	*1,201*	787	954	*167*	356	530	*174*	35	300	*265*	321	230	*(91)*
209	4,563	4,183	*(380)*	1,598	1,936	*338*	3,073	2,783	*(290)*	180	180	-	2,893	2,603	*(290)*
TOTAL	**60,221**	**65,000**	***4,779***	**23,688**	**28,700**	***5,012***	**31,765**	**43,300**	***11,535***	**9,343**	**13,856**	***4,513***	**22,422**	**29,853**	***7,431***

SOURCE: Met Council, City of Burnsville, WSB & Associates, Inc.
K:\01464-07\Admin\Docs\Report\[Burnsville Report Tables.xls]TAZ Data Table 25

6.1.3 2030 Conditions and Deficiencies

The analysis of 2030 traffic conditions assumed minimal transportation improvements to the roadway system. In review of the list of roadway expansion projects committed for funding, it was determined that the Kenwood Trail extension (north of TH 13), should be included as part of the 2030 roadway network. This extension will provide a connection from CSAH 5's current terminus at TH 13 via new Kenwood Trail, with the I-35W/Cliff Road interchange. Using the Met Council Travel Demand Model, forecast 2030 traffic volumes were developed for the future roadway system, as presented on Figure 35 - Projected 2030 Daily Traffic Volume. These forecast volumes were then compared to the roadway capacity to determine the LOS. It was determined that in 2030 there will be an increase of 21 miles of roadways operating at LOS D or worse.

Figure 35
Projected 2030 Daily Traffic Volume

Figure 36 - 2006 – 2030 Roadway Congestion Comparison (Miles) Table displays a comparison of 2006 and 2030 congestion levels.

Figure 36
2006 - 2030 Roadway Congestion Comparison (Miles)

	Scenario		
Capacity Level	**2006**	**2030**	***Increase***
LOS D (Approaching Capacity)	28.9	9.1	***-19.8***
LOS E (At Capacity)	13.9	28.3	***14.4***
LOS F (Over Capacity)	3.0	29.4	***26.4***
TOTAL	**45.8**	**66.8**	**21**

SOURCE: Met Council Traffic Model and WSB & Associates, Inc.

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Provided in the following sections is a description of projected 2030 congestion levels by roadway classification.

6.1.4 Principal Arterials

In the analysis of 2030 congestion conditions, it was determined that all of the roadways experienced an increase in congestion. Listed below are the key findings from the analysis.

- I-35, from the southern city limits to the I-35E split would drop to LOS E (At-Capacity)

- I-35E,
  - from I-35 to CSAH 11/38 (McAndrews Road) would drop to LOS D (Approaching-Capacity),
  - from CSAH 11/38(McAndrews Road) to CSAH 11 would drop to LOS E (At-Capacity), and
  - from CSAH 11 to the eastern city limits would drop to LOS F (Over-Capacity)

- I-35W,
  - from the I-35 split to CSAH 38 (McAndrews Road) would drop to LOS E (At-Capacity)
  - from CSAH 38 (McAndrews Road) to Burnsville Parkway would drop to LOS F (Over-Capacity)
  - from TH 13 to the Minnesota River would drop to LOS F (Over-Capacity)

- TH 13,
  - from the western city limit to Nicollet Avenue would drop to LOS F (Over-Capacity)
  - From Nicollet Avenue to the eastern city limits would drop to LOS E (At-Capacity)

- CSAH 32,
  - from Portland Avenue to TH 13 would drop to LOS D (Approaching-Capacity)
  - From TH 13 to the eastern city limits would drop to LOS F (Over-Capacity)

- CSAH 42,
  - from the western city limits to CSAH 5 would drop to LOS E (At-Capacity)
  - From CSAH 5 to the eastern city limits would drop to LOS F (Over-Capacity)

Figure 37 presents the projected congestion levels for Principal Arterial roadways.

Figure 37
Projected Congestion Conditions - Principal Arterials

PRINCIPAL ARTERIALS			Volume/Capacity (V/C) Traffic Volume Range*		
Roadway	From	To	*Lower*	*Upper*	Projected Range of LOS (2030)
I-35	South City Limits	I-35E	1.15	1.18	**E** *(At Capacity)*
I-35E	I-35	East City Limits	0.97	1.31	**D** *to* **F** *(Over Capacity)*
I-35W	I-35	Minnesota River	1.02	1.51	**E** *to* **F** *(Over Capacity)*
TH 13	West City Limits	I-35W	1.62	1.76	**F** *(Over Capacity)*
TH 13	I-35W	Cliff Road	1.06	1.26	**E** *to* **F** *(Over Capacity)*
TH 13	Cliff Road	East City Limits	1.00	*only 1 count*	**E** *(At Capacity)*
CSAH 32	TH 13	East City Limits	1.41	1.41	**C** *to* **F** *(Over Capacity)*
CSAH 42	West City Limits	I-35E	1.19	1.83	**E** *to* **F** *(Over Capacity)*
CSAH 42	I-35E	East City Limits	1.66	1.66	**F** *(Over Capacity)*

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).
SOURCE: Mn/DOT and WSB & Associates, Inc.

6.1.5 "A" Minor (Reliever) Arterials

In the 2030 congestion analysis, it was determined all "A" Minor (Reliever) Arterial roadways will operate at LOS D, E, or F conditions. Figure 38 presents the projected congestion levels for "A" Minor (Reliever) Arterial roadways.

Figure 38
Projected Congestion Conditions – "A" Minor Arterials (Reliever)

A MINOR ARTERIALS (Reliever)			Volume/Capacity (V/C) Traffic Volume Range*		
Roadway	From	To	*Lower*	*Upper*	Projected Range of LOS (2030)
Nicollet Avenue	CSAH 42	CSAH 32 (Cliff Road)	0.52	1.43	**B** *to* **F** *(Over Capacity)*
Burnsville Parkway	CSAH 5	I-35W	1.14	*only 1 count*	**E** *(At Capacity)*
Burnsville Parkway	I-35W	CSAH 11	0.52	1.14	**B** *to* **E** *(At Capacity)*
CSAH 32	I-35W	TH 13	0.62	0.79	**C** *to* **D** *(Approaching Capacity)*
Kenwood Trail / Dupont	TH 13	Cliff Road	0.90	*only 1 count*	**D** *(Approaching Capacity)*

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).
SOURCE: Mn/DOT and WSB & Associates, Inc.

6.1.6 "A" Minor (Expander) Arterials

In the 2030 congestion analysis, it was determined all "A" Minor (Expander) Arterial roadways will operate at LOS D, E, or F conditions. Figure 39 presents the existing congestion levels for "A" Minor (Expander) Arterial roadways.

Figure 39
Projected Congestion Conditions - "A" Minor Arterials (Expander)

A MINOR ARTERIALS (Expander)			Volume/Capacity (V/C) Traffic Volume Range*		
Roadway	From	To	*Lower*	*Upper*	Projected Range of LOS (2030)
CSAH 5	South City Limits	CSAH 42	0.90	1.10	**D** *to* ***E*** *(At Capacity)*
CSAH 5	CSAH 42	TH 13	1.00	1.33	**E** *to* **F** *(Over Capacity)*
CSAH 38	CSAH 5	CSAH 11 (West)	1.05	1.38	**E** *to* **F** *(Over Capacity)*
Lac Lavon	CSAH 46	CSAH 42	0.85	1.00	**D** *to* ***E*** *(At Capacity)*
CSAH 11	CSAH 42	CSAH 38	0.92	*only 1 count*	**D** *(Approaching Capacity)*
CSAH 11/38 (McAndrews)	CSAH 38 (West)	East City Limits	1.38	*only 1 count*	**F** *(Over Capacity)*
CSAH 11	CSAH 38 (East)	TH 13	0.67	1.48	**C** *to* **F** *(Over Capacity)*

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).
SOURCE: Mn/DOT and WSB & Associates, Inc.

6.1.7 "B" Minor Arterials

In the 2030 congestion analysis, it was determined Williams Drive, the sole "B" Minor Arterial roadway in Burnsville will operate at LOS E (At-Capacity). Figure 40 presents the existing congestion levels for "B" Minor Arterial roadways.

Figure 40
Projected Congestion Conditions - "B" Minor Arterials

B MINOR ARTERIALS			Volume/Capacity (V/C) Traffic Volume Range*		
Roadway	From	To	*Lower*	*Upper*	Projected Range of LOS (2030)
Williams Drive	West City Limits	CSAH 5	1.00	*only 1 count*	**E** *(At Capacity)*

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).
SOURCE: Mn/DOT and WSB & Associates, Inc.
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Figure 41 – 2030 Projected Roadway Congestion Levels displays the results of the capacity analysis completed for projected 2030 conditions assuming only committed roadway improvement projects (Kenwood Trail extension).

Figure 41
2030 Projected Roadway Congestion Levels

Figure 42 – Comparison – Existing (2006) vs. 2030 Congestion Conditions presents a comparison of the existing levels as of 2006 and 2030 projected levels of congestion.

Figure 42
Comparison - Existing (2006) vs. 2030 Congestion Conditions

PRINCIPAL ARTERIALS			2006	2006 V/C Ratios		2030 Projected	2030 V/C Ratios	
Roadway	From:	To:	Daily Traffic Volumes	Lower Value	Upper Value	Daily Traffic Volumes	Lower Value	Upper Value
I-35	South City Limits	I-35E	101,000-104,000	**0.95**	**0.98**	122,000-125,000	**1.15**	**1.18**
I-35E	I-35	East City Limits	39,000-63,000	0.55	**0.89**	69,000-93,000	**0.97**	**1.31**
I-35W	I-35	Minnesota River	52,000-106,000	0.59	**1.00**	90,000-160,000	**1.02**	**1.51**
TH 13	West City Limits	I-35W	54,000-61,000	**1.08**	**1.22**	81,000-88,000	**1.62**	**1.76**
TH 13	I-35W	Cliff Road	28,500-36,000	0.57	0.72	53,000-63,000	**1.06**	**1.26**
TH 13	Cliff Road	East City Limits	25,000	0.50	*only 1 count*	50,000	**1.00**	*only 1 count*
CSAH 32	TH 13	East City Limits	30,000	**1.03**	**1.03**	41,000	**1.41**	**1.41**
CSAH 42	West City Limits	I-35E	39,300-50,000	**0.94**	**1.19**	50,000-77,000	**1.19**	**1.83**
CSAH 42	I-35E	East City Limits	29,000	0.69	***1.00***	48,000	**1.66**	**1.66**

A MINOR ARTERIALS (Reliever)			2006	2006 V/C Ratios		2030 Projected	2030 V/C Ratios	
Roadway	From:	To:	Daily Traffic Volumes	Lower Value	Upper Value	Daily Traffic Volumes	Lower Value	Upper Value
Nicollet Avenue	CSAH 42	CSAH 32 (Cliff Rd)	4,100-25,300	0.20	**1.20**	11,000-30,000	0.52	**1.43**
Burnsville Parkway	CSAH 5	I-35W	16,200	**0.77**	*only 1 count*	24,000	**1.14**	*only 1 count*
Burnsville Parkway	I-35W	CSAH 11	8,700-19,800	0.41	**0.94**	11,000-24,000	0.52	**1.14**
CSAH 32	I-35W	TH 13	11,000 -15,000	0.38	*0.52*	18,000-23,000	0.62	***0.79***
Kenwood Trail / Dupont	TH 13	Cliff Road	5,000	0.24	*only 1 count*	19,000	**0.90**	*only 1 count*

A MINOR ARTERIALS (Expander)			2006	2006 V/C Ratios		2030 Projected	2030 V/C Ratios	
Roadway	From:	To:	Daily Traffic Volumes	Lower Value	Upper Value	Daily Traffic Volumes	Lower Value	Upper Value
CSAH 5	South City Limits	CSAH 42	12,900-15,800	0.61	**0.75**	19,000-23,000	**0.90**	**1.10**
CSAH 5	CSAH 42	TH 13	16,200-21,700	**0.77**	**1.03**	21,000-28,000	**1.00**	**1.33**
CSAH 38	CSAH 5	CSAH 11 (West)	14,400-20,000	0.69	**0.95**	22,000-29,000	**1.05**	**1.38**
Lac Lavon	CSAH 46	CSAH 42	6,300-7,800	0.48	0.60	11,000-13,000	**0.85**	**1.00**
``	CSAH 42	CSAH 38	7,500	0.58	*only 1 count*	12,000	**0.92**	*only 1 count*
CSAH 11/38 (McAndrews)	CSAH 38 (West)	East City Limits	20,000	**0.95**	*only 1 count*	29,000	**1.38**	*only 1 count*
CSAH 11	CSAH 38 (East)	TH 13	11,000-20,300	0.52	**0.97**	14,000-31,000	0.67	**1.48**

B MINOR ARTERIALS			2006	2006 V/C Ratios		2030 Projected	2030 V/C Ratios	
Roadway	From:	To:	Daily Traffic Volumes	Lower Value	Upper Value	Daily Traffic Volumes	Lower Value	Upper Value
Williams Drive	West City Limits	CSAH 5	12,300	0.68	*only 1 count*	18,000	**1.00**	*only 1 count*

LEGEND:

0.75 < 1.00	LOS D (Approaching Capacity)
1.00 < 1.20	LOS E (At Capacity)
1.20 and above	LOS F (Over Capacity)

SOURCE: MnDOT and WSB & Associates, Inc.

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6.2 Roadway Network Planning

Roadway network planning entails a description of roadway improvements, jurisdiction and functional classification changes and access management measures.

6.2.1 Roadway Improvements

The planning level 2030 congestion analysis summarized in Section 6.1 indicates that roadways under city jurisdiction will generally operate under capacity. In accordance with Minnesota Department of Transportation guidelines, the Level of Service (LOS) D/E boundary is used as the indicator of acceptable traffic operations and congestion. LOS D, which is considered approaching capacity is an acceptable operating condition during peak hours in urban areas such as the Twin Cities. In 2030 it is projected that five of the existing or planned city roadway segments will operate at LOS E (At-Capacity) or worse conditions. Listed by roadway classification, these segments and their corresponding LOS include:

A Minor Arterials (Reliever)

- Nicollet Avenue, from CSAH 42 to Burnsville Parkway at LOS E (At-Capacity) and LOS F (Over-Capacity)

- Burnsville Parkway, from CSAH 5 to Nicollet Avenue at LOS E (At-Capacity)

Also, it should be pointed out that the proposed Kenwood Trail Extension is projected to operate at LOS D (Approaching-Capacity) conditions by 2030.

A Minor Arterials (Expander)

- Lac Lavon, from the city's southern border to CSAH 42 at LOS E (At-Capacity) and LOS F (Over-Capacity)

B Minor Arterial

- Williams Drive, from the city's western border to CSAH 5 at LOS E (At-Capacity)

The 2030 capacity analysis revealed that there will be an increase in traffic congestion on roadways serving Burnsville. The roadways that are projected to either operate at-capacity or over-capacity represent state, county, and city maintained facilities. Potential roadway capacity expansions that would enable the LOS F segments to operate at LOS E or better conditions are identified and are displayed in Figure 43.

Figure 43
Potential Future Roadway Improvements

PRINCIPAL ARTERIALS			Existing	2030 Volume/Capacity (V/C) without Improvements*			2030 Volume/Capacity (V/C) WITH Improvements*		
Roadway	From	To	Number of Lanes	Lower	Upper	Roadway Improvement Measure	Lower	Upper	Resulting LOS with Improvement
I-35E	I-35	East City Limits	4	0.97	1.31	Widen to 6 lanes	0.65	0.88	C to D (Approaching Capacity)
I-35W	I-35	Minnesota River	4-6	1.02	1.51	Widen to 6 lanes and 8 lanes	0.85	1.05	D to E (At Capacity)
TH 13	West City Limits	I-35W	4	1.62	1.76	Convert to 6-lane Freeway	0.76	0.83	D (Approaching Capacity)
TH 13	I-35W	Cliff Road	4	1.06	1.26	Convert to 4-lane Freeway	0.75	0.89	D (Approaching Capacity)
CSAH 32	TH 13	East City Limits	4	1.41	1.41	Widen to 6 lanes	0.98	0.98	D (Approaching Capacity)
CSAH 42	West City Limits	I-35E	6	1.19	1.83	Widen to 8 lanes (near I-35W)	1.19	1.18	E (At Capacity)
CSAH 42	I-35E	East City Limits	4-6	1.66	1.66	Widen to 6 lanes	1.14	1.14	E (At Capacity)

A MINOR ARTERIALS (Reliever)			Existing	2030 Volume/Capacity (V/C) Range without Improvements*			2030 Volume/Capacity (V/C) Range without Improvements*		
Roadway	From	To	Number of Lanes	Lower	Upper	Roadway Improvement Measure	Lower	Upper	Resulting LOS with Improvement
Nicollet Avenue	CSAH 42	CSAH 32 (Cliff Rc	4	0.52	1.43	Widen to 6 lanes	0.71	0.71	C (Below Capacity)

A MINOR ARTERIALS (Expander)			Existing	2030 Volume/Capacity (V/C) Range without Improvements*			2030 Volume/Capacity (V/C) Range without Improvements*		
Roadway	From	To	Number of Lanes	Lower	Upper	Roadway Improvement Measure	Lower	Upper	Resulting LOS with Improvement
CSAH 5	CSAH 42	TH 13	4	1.00	1.33	Widen to 6 lanes	0.75	1.00	D to E (At Capacity)
CSAH 38	CSAH 5	CSAH 11 (West)	4	1.05	1.38	Widen to 6 lanes	0.79	1.04	D to E (At Capacity)
CSAH 11/38 (McAndrews)	CSAH 38 (West)	East City Limits	4	1.38	only 1 count	Widen to 6 lanes	1.04	1.04	E (At Capacity)
CSAH 11	CSAH 38 (East)	TH 13	4	0.67	1.48	Widen to 6 lanes	0.50	1.11	E (At Capacity)

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).

LEGEND:

0.75 < 1.00	LOS D (Approaching Capacity)
1.00 < 1.20	LOS E (At Capacity)
1.20 and above	LOS F (Over Capacity)

SOURCE: Mn/DOT and WSB & Associates, Inc.

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The improvements shown in Figure 43 do not have any funding commitments and are not included in the Metropolitan Council 2030 TPP. However, there has been discussion regarding the possible conversion of TH 13 to a freeway, which would allow the roadway to function at an acceptable level. The TPP does identify a future lower-cost/high-benefit project to add a southbound auxiliary lane to I-35E from CR 11 in Burnsville to TH 77 in Apple Valley. Although this project is included in the TPP, there is no date established for when this project will occur.

6.2.2 Jurisdictional Classification

Based on the projected daily traffic volumes on existing city, county, and state roadways, there does not appear to be a need for jurisdictional transfers involving the city.

6.2.2.1 Potential Jurisdictional

Transfers

In the Dakota County Transportation Plan, the term potential jurisdictional transfers indicates that those identified roadways would be evaluated to determine if they are appropriate for transfer. After evaluation, which looks at several criteria including, but not limited to traffic volumes, functional

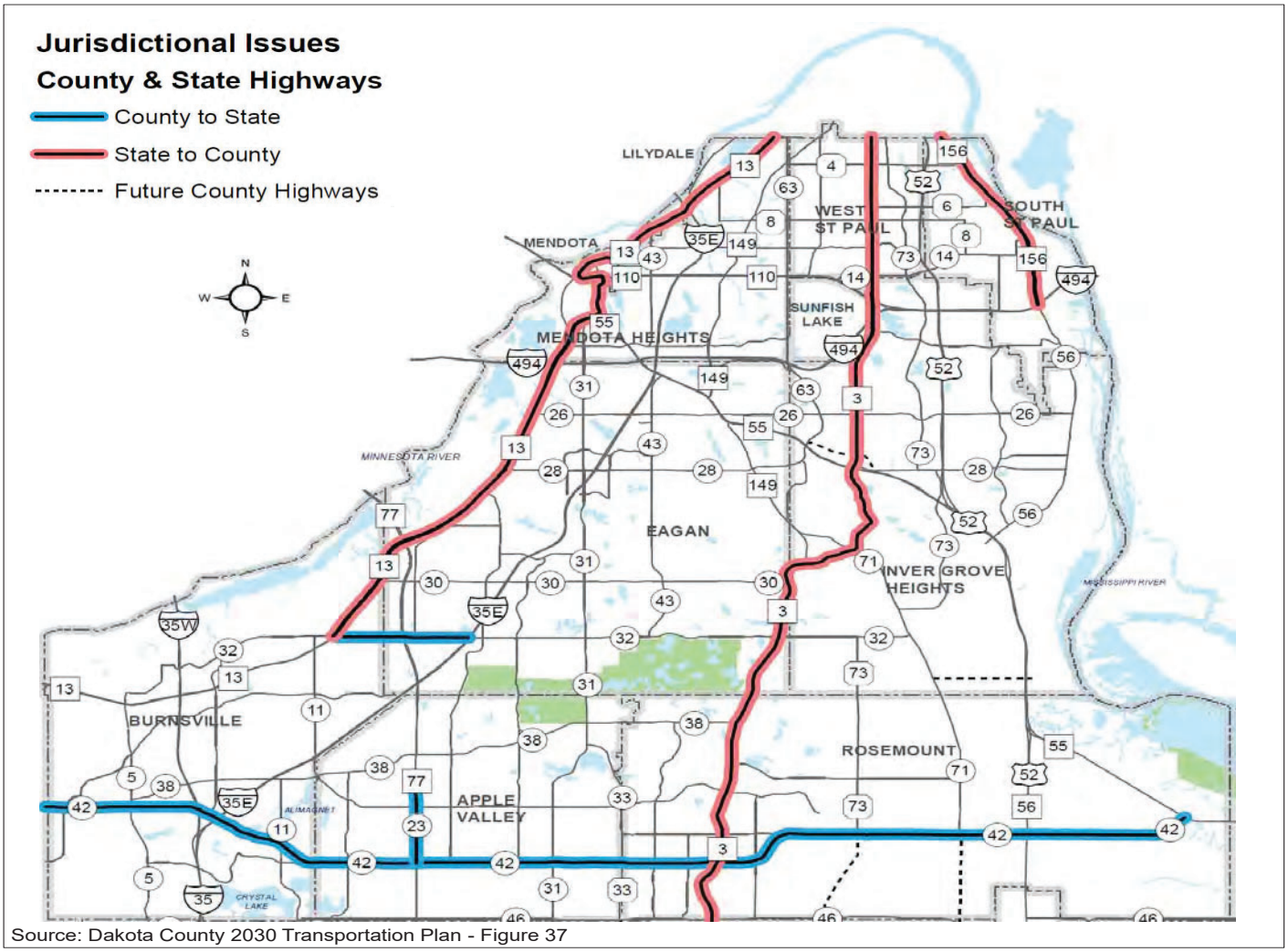
classification, connections to major activity centers, etc., a decision is then made on whether to pursue a jurisdictional transfer.

The Dakota County 2030 Transportation Plan identified the following roadway segments for potential jurisdiction transfers. These potential jurisdictional transfers are shown on Figure 44 – Roadways with Potential Jurisdictional Classification Transfers and listed below with their approximate length (miles):

- CSAH 42 through Burnsville from the Dakota/Scott County-line to TH 55 in Rosemount – 17.4 total miles, 4.2 miles in Burnsville (Dakota County to MnDOT),
- CSAH 32 from TH 13 to I-35E– 2.0 total miles, 0.7 miles in Burnsville (Dakota County to MnDOT), and
- TH 13 from CSAH 32 to the Dakota/Ramsey County-line – 12.2 total miles, 1.4 miles in Burnsville (MnDOT to Dakota County)

Figure 44

Roadways with Potential Jurisdictional Classification Transfers



Source: Dakota County 2030 Transportation Plan - Figure 37

These potential transfers would result in MnDOT gaining 7.2 miles from Dakota County, which would have a 7.2 reduction in roadway mileage under their jurisdiction. Figure 45 – Miles of Roadway by Jurisdictional Classification with Potential Transfers shows the distribution of mileage by jurisdiction within Burnsville if these potential transfers were to be implemented.

Figure 45

Miles of Roadway by Jurisdictional Classification with Potential Transfers

Jurisdiction	Miles		
	Existing	Change	New
Minnesota Department of Transportation	12.8	3.5	16.3
Dakota County	14.0	-3.5	10.5
City of Burnsville	225.3	0	225.3

SOURCE:Dakota County 2030 Transportation Plan, City of Burnsville, and WSB & Associates

K:\01880-150\Admin\Docs\2012 Update\[Burnsville Report Tables 2012 update.xls]Table 4

If a jurisdictional transfer is decided, several steps must occur, including coordination with local units of government (I.e., Burnsville) to complete jurisdictional transfers in accordance with Minnesota Statute 163.11.[4]

The city has several issues about these potential jurisdiction changes. With regard to CSAH 42, the city is concerned about the implications of changing jurisdiction from the Dakota County to the State. Specifically, Chapter 6 of the TPP page 103 states: *"Given their regional importance, these metropolitan highways should be under MnDOT jurisdiction."* For Burnsville, CSAH 42 is a vital corridor. Several items of concern are raised by a jurisdictional change. The area around Burnsville Center, which is served by CSAH 42, is the largest retail area south of the Minnesota River. As such, the maintenance of this corridor to ensure adequate access, safety and aesthetics are of great importance to Burnsville.

The Dakota County plan states that *"Ideally, principal arterial highways should be under state jurisdiction and minor arterial highways under county jurisdiction."* The city is concerned with this statement as it relates to CSAH 42. The plan further states that: *...jurisdictional transfer of state highways is expected to be extremely limited and likely not considered in the next 20 years.*[5] The city understands this statement to indicate that this is generally not a high priority for Dakota County, which Burnsville supports.

Another concern of the city is that both the TPP and Dakota County 2030 Transportation Plan indicate that more miles of roadway will be transferred from the state to the county than from the county to the state. The equitability of this transfer for Dakota County residents should be considered as it seems the county will be taking on more infrastructure than it is transferring to the state.

6.2.3 Functional Classification

The city has modified the functional classification system map to include two planned revisions. First, there is a planned A Minor Arterial Reliever along the west side of I-35W from Black Dog Road to the Cliff Road/Dupont Avenue intersection. The second revision is to remove the majority of Black Dog Road (previously classified as a collector) and reclassify the east and west sections that will remain as local city roads. Black Dog Road has been closed since 2010 due to damage sustained by flooding from

[4] Dakota County 2030 Transportation Plan, (Chapter 7, section M.5: Jurisdictional Classification – Potential Jurisdictional Transfers)

[5] Dakota County 2030 Transportation Plan, (Chapter 7, page 7-18)

the Minnesota River. Due to the high costs of maintaining Black Dog Road due to annual flooding, the city and Xcel have worked together to develop a plan that includes the city vacating a majority of Black Dog Road right of way located east of the city park (Minnesota Riverfront Park) and west of the DNR river boat access. The city plans to retain an easement for trail purposes to allow for a regional trail connection along the Minnesota River. Once vacated, Xcel may utilize the former road bed as a private driveway access to the Black Dog Generating Plant. Figure 46 – Proposed Functional Classification Map depicts the proposed functional classification of roadways serving the City of Burnsville.

Figure 46 – Proposed Functional Classification Map

6.2.4 Access Management

Proper access management is a key component of providing a roadway system that effectively balances mobility and access needs. The basis of access management has to do with the spacing of roadways and/or driveways that are allowed to directly access a given roadway. Arterial roadways, which primarily serve a mobility function, should only have limited access so as not to disrupt the flow of traffic and not create safety concerns. At the other end of the spectrum, the primary function of local streets is to provide access to local land uses, so there are fewer access restrictions on these roadways. However, there are important considerations regarding access control and design on local streets as well.

Numerous studies have demonstrated the safety and operational benefits of managing access in an appropriate manner. The government agency which has jurisdiction over a given roadway has the applicable access management guidelines for that facility. MnDOT has access management guidelines that apply to Trunk Highways such as TH 13, shown on Figure 47 – MnDOT Access Management Guidelines.

Figure 47 - MnDOT Access Management Guidelines

Category	Area or Facility Type	Typical Functional Class	Intersection Spacing		Signal Spacing	Private Access
			Primary Full Movement Intersection	Conditional Secondary Intersection		
1	**High Priority Interregional Corridors**					
1F	**Freeway**	**Principal Arterials**	**Interchange Access Only**		⊘	⊘
1A-F	Full Grade Separation		Interchange Access Only		⊘	⊘
1A	Rural, Ex-Urban & By Pass		1 mile	½ mile	INTERIM ONLY By Deviation Only	By Deviation Only
2	**Medium Priority Interregional Corridors**					
2A-F	Full Grade Separation	Principal Arterials	Interchange Access Only		⊘	⊘
2A	Rural, Ex-Urban & By Pass		1 mile	½ mile	STRONGLY DISCOURAGED By Deviation Only	By Exception or Deviation Only
2B	Urban Urbanizing		½ mile	½ mile	STRONGLY DISCOURAGED By Deviation Only	By Exception or Deviation Only
2C	Urban Core		300-600 feet dependent upon block length		¼ mile	Permitted Subject to Conditions
3	**High Priority Regional Corridors**					
3A-F	Full Grade Separation	Principal and Minor Arterials	Interchange Access Only		⊘	⊘
3A	Rural, Ex-Urban & By Pass		1 mile	½ mile	1 mile	Permitted Subject to Conditions
3B	Urban Urbanizing		½ mile	¼ mile	½ mile	By Exception or Deviation Only
3C	Urban Core		300-600 feet dependent upon block length		¼ mile	Permitted Subject to Conditions
4	**Principal Arterials in Primary Trade Centers**					
4A-F	Full Grade Separation	Principal Arterials	Interchange Access Only		⊘	⊘
4A	Rural, Ex-Urban & By Pass		1 mile	½ mile	1 mile	By Deviation Only
4B	Urban Urbanizing		½ mile	¼ mile	½ mile	By Exception or Deviation Only
4C	Urban Core		300-600 feet dependent upon block length		¼ mile	Permitted Subject to Conditions

Category	Area or Facility Type	Typical Functional Class	Intersection Spacing		Signal Spacing	Private Access
			Primary Full Movement Intersection	Conditional Secondary Intersection		
5	**Minor Arterials**					
5A	Rural, Ex-Urban & By Pass	Minor Arterials	½ mile	¼ mile	½ mile	Permitted Subject to Conditions
5B	Urban Urbanizing		¼ mile	1/8 mile	¼ mile	By Exception or Deviation Only
5C	Urban Core		300-600 feet dependent upon block length		¼ mile	Permitted Subject to Conditions
6	**Collectors**					
6A	Rural, Ex-Urban & By Pass	Collectors	½ mile	¼ mile	½ mile	Permitted Subject to Conditions
6B	Urban Urbanizing		1/8 mile	Not Applicable	¼ mile	
6C	Urban Core		300-600 feet dependent upon block length		1/8 mile	
7	**Specific Access Plan**					
7	All	All	By Adopted Plan			

Dakota County developed access guidelines that apply to county roadways within Burnsville. County roads make up a substantial portion of the roadway network serving Burnsville. Dakota County Access Management Guidelines are identified in Figure 48 – Dakota County Access Guidelines.

Figure 48
Dakota County Access Guidelines

Road Type (A)	Posted or Design Speed	Projected 2030 Average Daily Traffic	Full Movement Intersection	Partial Movement Intersection (B)
Principal Arterial	All	All	½ mile	¼ mile (C)
Divided Highway	All	>35,000	½ mile	¼ mile (C)
	All	<35,000	¼ mile	1/8 mile
Undivided Highway	(≤ 40 mph)	All	1/8 mile	N/A
	(≥ 45 mph)	>1,500	¼ mile	N/A
	(≥ 45 mph)	<1,500	Allowed per (D)	N/A

(A) Road type refers to the anticipated future roadway cross-section and functional classification.

(B) Partial Movement intersections do not allow left turns from the minor street to the major street or movements straight across the major street. Movements that are allowed will be based on engineering study.

(C) Right-in/right-out access may be permitted at *approximately 1/8 mile* for public or private (See Note #3) streets if the County determines the access improves the overall safety and/or efficiency of the transportation system.

(D) Private street or driveway access requests will be considered based on engineering judgment and the following factors: location, distance from other driveways and intersections, alignment with other access points, easement/access rights that allow widespread usage and system connectivity, the potential to combine accesses, visibility, adjacent land use, and other operational/safety issues.

N/A – Not Applicable to undivided roadway segments.

Access Spacing Notes:

1. There are minimum access spacing guidelines. The County may require accesses be spaced at distances greater than the minimums considering conditions specific to any County highway segment.
2. County roadways with full movement access spacing of ½ mile are shown in Figure 31 of the Dakota County 2030 Transportation Plan. Considerations include regional transitways, adopted studies, principal arterials, system continuity and projected ADT > 35,000.
3. Access to County roadways is typically provided through public street connections. Private access will be considered along the County roadway system based on engineering assessment of the function and use of the private access point in consideration of the spacing criteria.
4. Specific corridor access plans or project designs developed through a public process and adopted by the County Board shall supersede these guidelines.

5. Medians may be added or median openings may be removed or modified at any time by the County to address safety and/or operational issues identified through engineering review.
6. Where there is opportunity for access on more than one public roadway, access shall be provided from the lower-function roadway, unless deemed impractical by the County. To support the objectives of system efficiency and connectivity, access to the higher-function County roadway may be allowed in addition to the lower-function roadway, provided there is adequate distance to accommodate access based on these access guidelines.

Access management is also important for roadways under Burnsville's jurisdiction. Most city roadways are collectors or local streets, but some minor arterials. Recommended city access management guidelines are summarized in Figure 49 - Proposed Burnsville Access Management Guidelines.

Figure 49
Proposed Burnsville Access Management Guidelines

Type Of Access	Minor Arterial	Collector	Local
Residential Driveways	No Direct Access	No Direct Access	As Required
Commercial Driveways	Based on: Speed, Traffic Volume, Sight Distances, etc. (1/8 to 1/4 mile)	Based on: Speed, traffic Volume, Sight Distances, etc. (min. 330 ft.)	Based on: Speed, Traffic Volume, Sight Distances, etc. (min. 100 ft.)
Low Volume Streets	Full Access – 1/8 mile	Full Access – 1/8 mile	Full Access – 330 ft.
	Partial Access – 330 ft.	Partial Access – 330 ft.	Partial Access – 330 ft.
High Volume Streets < 10,000 ADT	Full Access – 1/4 mile	Full Access – 1/8 mile	Full Access – 330 ft.
	Partial Access – 1/8 mile	Partial Access – 330 ft.	Partial Access – 330 ft.
Collector Streets	Full Access – 1/2 mile	Full access – 1/4 mile	Full Access – 1/8 mile
	Partial Access – 1/4 mile	Partial Access – 1/8 mile	Partial Access – 330 ft.

PLEASE NOTE: The spacing guidelines identified in this table may be adjusted on a case-specific basis pending detailed traffic engineering analysis and review by the City Engineer.

In addition, the following policy guidelines apply for access design:

- Access to a specific parcel should be limited to a single driveway unless the front footage is 200 feet or greater.
- In residential areas, no residential driveway should be placed closer than 60 feet to an intersection.
- The location of any driveway or access should be consistent with sight distance along the roadway. Where sight distance is not adequate, an alternate access location needs to be evaluated.
- Development of service roads or common driveways should be used wherever possible, especially in commercial areas.
- The use of medians should be considered to control multiple access locations and provide left turn lanes for heavier movements to private driveways or public streets.
- Access to any location where there is a designated left turn lane past the driveway should be restricted to right-in/right-out.

As part of the implementation plan for this plan update, the zoning and subdivision ordinances will be reviewed to add provisions needed to address access management for thoroughfares and driveway access to streets.

6.2.5 Bridge Structures

MnDOT has a legislative mandate to repair or replace a large number of trunk highway bridges throughout the state, including improvements to two bridges in Burnsville that must be completed by 2018. These bridges have been identified by MnDOT as Tier 2 bridges. The two bridges identified are as follows:

- TH 77 NB over Minnesota River & Black Dog Road
- TH 77 SB over Minnesota River & Black Dog Road

6.2.6 Managed Lanes

The Metropolitan Council 2030 Transportation Policy Plan establishes a metro-wide vision for addressing congestion on principal arterials through the use of managed lanes. MnDOT has adopted the MnPASS system for managing High-Occupancy Toll (HOT) lanes. In Burnsville, MnPASS managed lanes currently exist on I-35W from the northern border to Burnsville Parkway, and are anticipated to be extended as far south as Southcross Drive by early 2012. The TPP also indicates that managed lanes are planned for TH 77 from 141st Street to I-494 at some point in the future.

6.3 2030 Transit Plan

6.3.1 Service and Facilities

As identified in Section 4.4 (Existing Transit Service), the Minnesota Valley Transit Authority (MVTA) is responsible for providing transit service in Burnsville, under the broader transit policies identified by the Metropolitan Council. In addition, Dakota County is taking on an increased role in planning and facilitating enhanced transit facilities and services. In general, transit and transit planning are subject to the constraints of existing funding levels and the uncertainties associated with future funding. Funding levels are determined, to a large extent, by decisions made at the State Legislature.

The Metropolitan Council has established a series of transit market areas throughout the metropolitan area as a guide for providing appropriate transit service. Market Areas labeled 1 through 5 are based on the propensity to use transit, or the likelihood of high transit ridership. The ranking is based primarily on four factors:

- Population density
- Employment concentration and job density
- Trip volumes and patterns
- Transit dependent segments of the population

With higher population and job density, high trip volumes, and relatively high percentages of transit-dependent individuals, more ridership is anticipated and higher levels of transit service are thus justified. Market Area 1 has the highest transit potential for transit ridership and associated justification for extensive service, and Market Area 5 has the lowest potential for transit ridership.

The City of Burnsville has been designated as part of transit Market Area 3. As identified by the Metropolitan Council, appropriate service options for Market Area 3 include urban radial, suburban local

circulators, general public dial-a-ride, special needs paratransit (currently provided by Dakota Area Resources and Transportation for Seniors – DARTS), and ridesharing.

Transit services being provided in Burnsville are generally consistent with the Market Area designations identified above. Local and express service is more concentrated north of I-35E/CSAH 42 than is the case to the south. The Burnsville Transit Station located at the intersection of TH 13 and Nicollet Avenue is a valuable transit resource for Burnsville residents. In the past, this park-and-ride component was fully utilized. However, with the recent downturn in the market and the addition of transit facilities in Lakeville, Apple Valley, and Shakopee, the Burnsville Transit Station is not as highly utilized. The park-and-ride lot located in the HOC has not been as fully utilized. MVTA has received approval from the city to add another parking level to the Burnsville Transit Station at a future date to address a future increase in demand.

The City of Burnsville will work with MVTA, Dakota County, and the Metropolitan Council to support transit and to give transportation options to those who cannot drive or who choose not to drive. These efforts will help reduce vehicular trips on congested roadways. Given existing transit funding constraints and the fact that Burnsville is not a Transit Market I area, the most promise for increasing transit ridership appears to be by increasing express bus ridership to regional employment centers. Initiatives towards this goal include the following:

- Local promotion of the benefits of transit use
- Working with MVTA and Dakota County to increase parking capacity at the Burnsville Transit Station as demand dictates
- Support and facilitate I-35W BRT transit improvements where possible
- Support and promote increased frequency of express service
- Support improved service to employment centers along the I-494 corridor
- Promote Transit Oriented Development (or redevelopment)

6.3.2 Transit Oriented Development

Transit Oriented Development (TOD) is a concept which is increasingly being considered and implemented in the Twin Cities metro area and elsewhere. The concept is to concentrate a mix of land uses and activities in close proximity to transit service such that the transit ridership and the TOD-based activity will support each other. The core principals of TOD development are summarized under the following headings.

Compact Development - Medium to high density development in close proximity to a transit station means that more people and activities will be within a walkable distance from the transit service. The Metropolitan Council considers approximately ¼ mile to be a comfortable walking distance.

Mix of Land Uses - Mixing land uses such as residential, retail, and office within walking distance of the transit stop means that the stop will be both an origin and a destination for trips at the station. From a broader planning perspective, mixed land use should have the effect of reducing the need for vehicular trips, because residents in the TOD area can easily access local jobs and shopping opportunities, workers can access retail and services, and so forth.

Pedestrian Orientation - A central component of the TOD concept is walkability, such that there is attractive non-motorized access between land uses within the TOD area and between those land uses and the transit stop or stops. Some of the basic walkability goals would be street-facing

buildings on a network of pedestrian-scaled streets within a grid pattern, attractive streetscaping, and appropriate traffic control at pedestrian crossing points.

Transportation Interfaces - Different travel modes, including transit, pedestrian, bicycle, and vehicular, need to be effectively linked for TOD to be successful. While the TOD concept is based on a reduced need to use private vehicles there will still be a need for vehicles to be appropriately accommodated. This could include park-and-ride capacity such that people could drive to the transit stop, take transit to work and back, and then shop within the TOD area prior to driving home at night.

Considerations for Burnsville: The Heart of the City (HOC) redevelopment area is an excellent example of TOD. It is a 54 acre mixed-use, pedestrian friendly area with its own park-and-ride facility. It is also in relatively close proximity to the larger Burnsville Transit Station. Other potential areas for development or redevelopment using TOD principals include the following locations:

- Throughout and connecting to the Minnesota River Quadrant (MRQ)
- Neighborhood and Business Oriented Mixed Use Development/Redevelopments
- High density housing areas including senior, special needs, apartments and condominium areas
- Major retail and employment nodes within the City of Burnsville
- Fairview Ridges Campus
- Burnsville High School and Senior Campus

Burnsville will need to retrofit its suburban pattern for urban level densities and traffic. To a limited extent, the city can research, develop and implement TOD guidelines and design criteria for local projects. However, because so many of the transportation corridors are under the control of other agencies and jurisdictions, Burnsville will need to advocate for improvements by other agencies as well. In addition to supporting TOD efforts, Burnsville should also focus attention to ways to bring people from the metropolitan area to our city as we are a destination for economic development, recreation, employment and other regional assets.

6.3.3 Bus Benches

One transit issue is not directly related to operations, facilities, or ridership, but is significant and warrants attention. Burnsville allows signage on bus benches located on city streets and would like to promote partnerships between the bus bench companies, the city, Scott and Dakota counties to provide benches with integrated signage. It is well known that there is a lack of funding for transit services. The Burnsville partnership option allowing the bus bench companies to have advertising space on the back of the benches provides a way for the private sector to assist with funding, create more comfortable, aesthetic and uniform bus benches and results in benefits to the public.

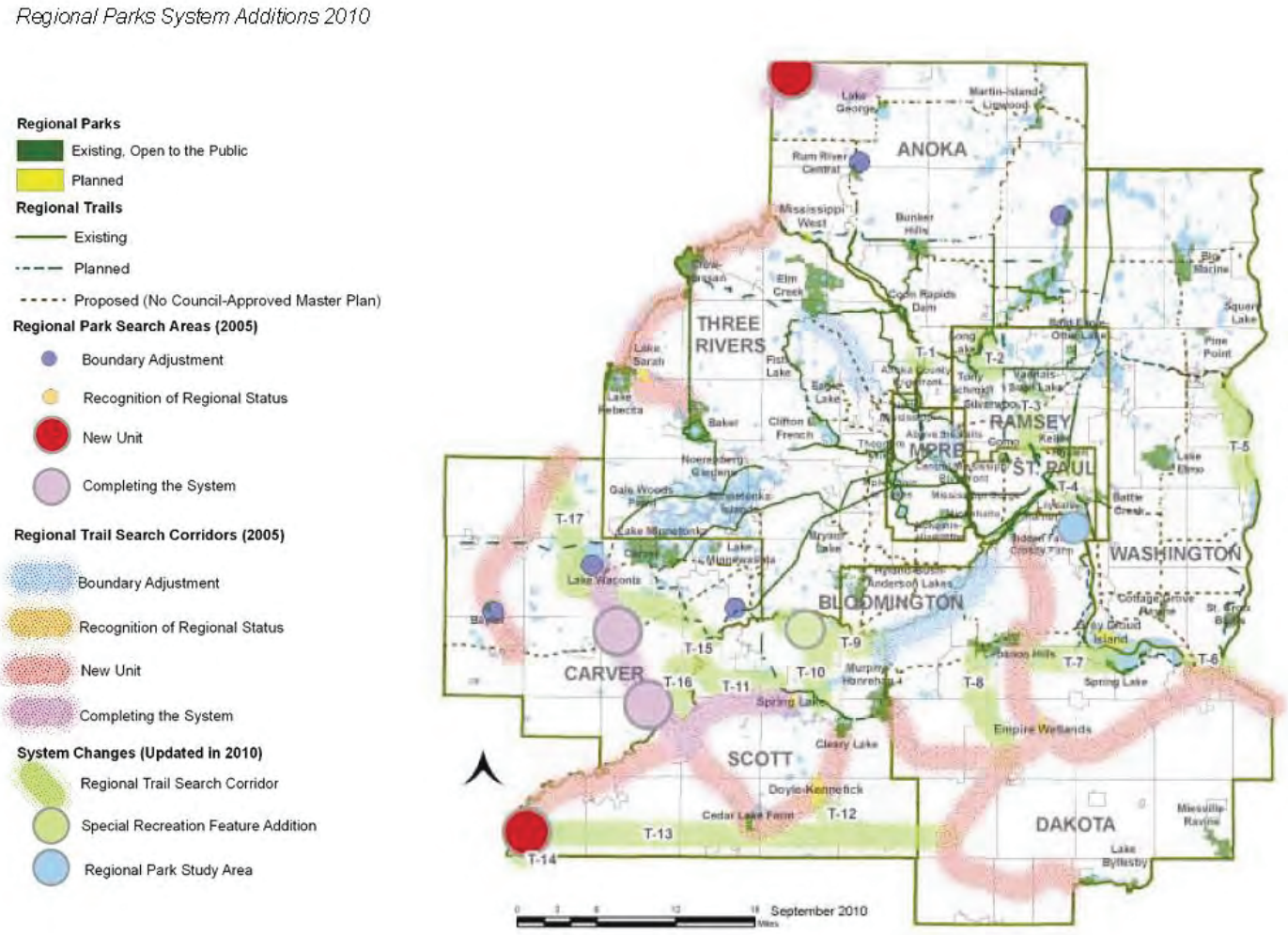
A number of bus benches within Burnsville are located within county roadway right-of-way. Dakota County regulations do not currently allow advertising on objects within county right-of-way. This poses a problem because the companies that install and maintain the benches under contract to the city rely on advertising revenue to provide their service at reasonable rates to the city. Other communities face similar challenges. The city will continue to negotiate and encourage Dakota County to address this issue.

6.4 2030 Non-Motorized Transportation Plan

The Metropolitan Council issued a 2010 Regional Parks System Statement to the City of Burnsville indicating that several elements of the regional plan had been updated. With respect to Burnsville, there are no changes required to the City's local Park and Trails Master Plans. Figure 50 – 2030 Metropolitan Regional Parks System Plan Update Map illustrates the boundary adjustment for the Big River Regional Trail that has been proposed by the city (trail search corridor relocated from south of Black Dog Lake to Black Dog Road, adjacent to the south side of the Minnesota River).

Figure 50

2030 Metropolitan Regional Parks System Plan Update Map



6.4.1 Trail Master Plan

A Trail Master Plan was prepared for the city in 2000. It established the concept for a base trail system, established general design standards, and provided a general construction cost estimate to build the base trail system. This document did not define priorities for implementation. Figure 51 - Future Trail Network overlays the existing trail network as discussed in Section 4.5 - Non-Motorized Transportation on the 2000 Trail Master Plan to show where gaps in the proposed trail system exist. For the purposes of this graphic, "sidewalk-only" conditions are not considered part of the current trail system. However "on-street" and "on-street with sidewalk" are considered part of the current trail system. Also depicted on Figure 51 - Future Trail Network are regional trails being planned by other agencies including the planned trails from the Dakota County Greenways Plan.

In 2001, a Trail Plan Implementation Task Force was established to make recommendations on priorities, standards for development, maintenance and signage, and determine detailed costs. The Task Force's report was submitted to the City Council in 2002, and included the following recommendations:

1. Established four highest trail construction priorities as:

   - Burnsville Loop – a ten foot trail loop within Burnsville along Burnsville Parkway, Southcross Drive, and CSAH 11. While much of this route has on-street bike lanes, only CSAH 11/CSAH 38 and a relatively short portion of Burnsville Parkway currently have off-street trail in place.

   - Tennisioux –Blackdog Trail – a recreational trail through two parks, deemed a high priority by the Task Force. Funding for this trail is identified in the city Capital Improvement Project for 2016.

   - Blackdog Road Trail – a study was conducted to determine the feasibility of putting a trail along Black Dog Road and along the back access road to the power plant. The city, Xcel Energy, Dakota County, and Department of Natural Resources have obtained a 1 million dollar federal transportation enhancement grant to implement this trail. The current plan is for the property owner to provide the needed easements, Dakota County to provide $200,000 and the city to pay for the trail design. In 2016, the plan is to seek and secure additional funding through the U.S. Fish and Wildlife Service State Legacy trail grant program.

2. Hard surface trails should be ten feet wide whenever possible and include flared pedestrian ramps wide enough to provide two-way traffic including in-line skaters and bicyclists.

3. The city should establish trail marking/signing to publicize Burnsville's trails a way to create "sense of place" and attract people to use the trail system.

4. The city should establish trail maintenance standards.

The city council directed staff to investigate the construction of sidewalks in conjunction with all street reconstruction projects. Due to the significant additional costs, no new sidewalks have been added at this point. A number of sidewalks have been identified that will be converted to trails as funding becomes available. The priority is to construct missing links in the trail/sidewalk system prior to replacing sidewalks with trails. The city will continue to work with other agencies including Dakota County, the Minnesota Department of Natural Resources and adjacent communities to coordinate local and regional trail projects.[6]

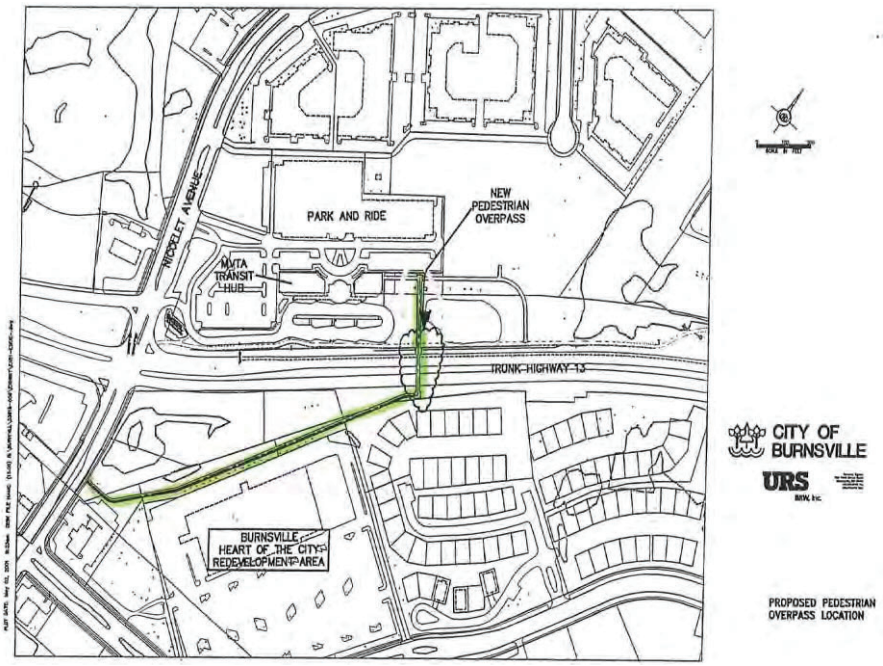
[6] In instances where the roadway network is used to accommodate non-motorized modes of transportation such as bicycling and walking, the 2030 TPP states: "A well-connected collector roadway network is important to support these non-motorized modes. Improvements for bicycle and pedestrian safety and mobility should be made on "B" minor arterials if there are no other options and on "A" minor arterials so long as they do not diminish the capability for multimodal function and capacity."

Figure 51
Future Trail Network

6.4.2 Pedestrian Crossings (Overpass/Underpasses)

As part of the trail system and overall transportation network, how people cross the many high traffic street corridors is an issue for Burnsville. While the city has many high capacity thoroughfares that provide access and opportunities, the number, location and design of these systems form barriers for movement across the roadways. To a large extent, Burnsville cannot change the location of state and county roadways however, the city can influence land use and design. During the next twenty years, the city will need to focus on influencing design and corridor improvements to provide better connections between the areas of the city that are currently separated from each other by these road and railroad corridors. This Comprehensive Plan places high emphasis on improving neighborhoods, business development and accessibility for citizens to access important gathering places around parks, recreation, schools, entertainment, shopping, employment, civic areas and cultural amenities. Traffic and congestion are expected to increase in the future. Many goals and policies are set forth herein to increase transit options. The city will also need to focus efforts such as the Safe Routes to Schools program to provide pedestrian/bicycle connections and user friendly crossings over larger road systems.

The City of Burnsville will analyze areas where pedestrian/bike crossings can occur including possible over and underpasses. One of the major areas where an overpass is desired is a facility to connect the HOC to the Transit Station over Highway 13. The city has, and will continue to seek partnerships and funding to develop the Highway 13 overpass. The following graphic illustrates the location where an overpass may occur.



The specific design of an overpass has not yet been developed however the city anticipates that a design similar to the photographs below represent the type of facility that could be built.

6.5 Transportation Demand Management

The primary emphasis of Transportation Demand Management (TDM) is to reduce the number of vehicular trips on congested roadways during peak travel times. Since many or most of these trips are commuter (work) trips, TDM strategies primarily involve the workplace context and associated travel behavior. The primary methods or strategies are identified below:

- transit
- car/van-pooling
- telecommuting
- flex-time
- non-motorized commuting (biking/walking)

In general, the policies or incentives to promote TDM activities are provided through employers. For example, employers can provide monthly discounts or passes to employees to use transit. They can provide coordination services to match individuals for car/van pooling activities. They can allow or promote telecommuting, particularly in various industries for which face-to-face contact is not important for task performance. Similarly, employers can allow or promote flex time, which enables employees to travel to/from work at non-peak travel times. Regarding non-motorized commuting, the provision of shower and changing facilities is often helpful to promote bicycle commuting.

There are a number of reasons for employers to promote TDM activities. In some cases, vehicle parking is limited and anything they can do to reduce parking requirements is beneficial. Another example may be a large employer or group of employers accessed by congested road systems. If these employers can reduce rush hour trips into their facilities and associated congestion, it benefits their workers and makes their places of business more attractive places to work. Some employers wish to reduce vehicle trips to their facilities simply because it is “the right thing to do” for environmental reasons.

Cities can increase TDM activities through promotional activities and by coordinating with key employers to identify and implement TDM plans. Cities may require TDM plans for new developments if they are large enough to have significant traffic impacts. The city of Minneapolis actively uses this approach, for example. Cities can also form or coordinate the formation of Transportation Management Organizations (TMOs). These organizations pool resources and strategies to get the biggest “bang for the buck” for reducing traffic levels in a given area.

It is difficult to project the quantitative benefits of TDM activities with confidence. However, as fuel prices increase and congestion on major roadways in the metro region increase, the demand for and potential benefits of this approach will increase accordingly.

7.0 IMPLEMENTATION PLAN

7.1 Roadway Improvements

The majority of the deficiencies identified in Section 6.5 are on the state highway system or the interstate highway system. Identified improvements to correct these deficiencies will not be addressed by the city in this plan. However, the city will coordinate with the state and county transportation departments to identify solutions to the deficiencies.

The identified roadway improvements in studies that have been completed for state trunk highway and county highways include the Trunk Highway 13 Corridor Study; the CSAH 42 Corridor Study; two studies

on I35W interchanges; numerous studies on TH 13 and CH 5; and the North South Collector (Chowen/TH13) Study. The CH 42 improvements from CH 5 west into Savage are under construction and are being funded at a considerable expense to the city. The city has spent significant funds in finding solutions on other issues identified in these studies, but cannot be expected to lead the funding for the proposed improvements. Significant federal, state, and county funds will be required for most of these improvements since they are on state and county highways. The city has identified the following improvements for priority funding and will work with transportation agencies to acquire the necessary funding:

1. The TH 13/CSAH 5/Kenwood Trail interchange. The city has invested significantly in this project already and has an approved improvement plan.
2. The Chowen Avenue/TH 13 intersection improvements and the north / south collector into Savage.
3. A new interchange on I35W to replace the Cliff Road and Black Dog Road interchanges.
4. Kenwood Trail extension from the TH 13/CSAH 5/Kenwood Trail interchange to the new interchange on I-35W.

The Metropolitan Council 2030 TPP indicates that funding for projects intended to increase roadway capacity will be insufficient to address all the needs identified. As such, funding for capacity improvements will be made available according to a process and evaluation criteria that identifies lower-cost/high-benefit projects. The plan identifies two projects that have already been completed, and one project that is currently under development. The projects identified are as follows:

1. Construct an auxiliary lane on SB I-35W from Burnsville Parkway to CR 42 (completed 2007)
2. Construct an auxiliary lane on SB I-35W from TH 13 to 106th Street (completed in 2009)
3. Construct an auxiliary lane on SB I-35E from CR 11 to TH 77 (under development)

7.2 Transit Improvements

The city will continue to support the Minnesota Valley Transit Authority as the preferred transit provider south of the Minnesota River. The city has been a strong advocate for the MVTA since its beginning and has a history of working closely with the MVTA on transit issues. Transit needs identified in the community have always been addressed by the MVTA.

There has been a strong desire expressed by a number of groups and residents for an inter-city transit or trolley system to move people from neighborhoods to work and shopping areas. This system could assist the commercial areas, the employment generating areas, and the neighborhoods to relieve congestion on city streets and the highways currently being used by these motorists. The MVTA has attempted to provide this service through its bus system and any additional system improvements would most likely have to be funded entirely by the city.

7.3 Non-motorized Transportation

The planning section explained the city's Trail Master Plan and Implementation Plan and the process used to arrive at this plan. The recommendations of the Task Force were also identified.

The priority of the city is to construct new trails where no sidewalks, trails, or on road trails are identified.

Trail improvements will be funded by the Parks Capital Fund which has been financed almost exclusively through park dedication on new development. As new development has slowed, the city's general fund

will be required to fund parks improvements. Grants, Municipal State Aid (where applicable) and other sources of funds will be needed to accomplish all of the goals set out in the Trail Master Trail Plan.

7.4 Special Issues – Noise Barriers

The city has great access to interstate highways 35W and 35E, and principal arterials, TH 13 and CSAH 42. The great access to these roads also brings with it an unwanted item: road noise. Most of these roadways were constructed prior to the enactment of more stringent noise rules which require the construction of noise walls simultaneously with the major highways. County highways, along with city streets were excluded from the noise rules when they were enacted in the 1990's.

The Minnesota Department of Transportation, in cooperation with the Minnesota Pollution Control Agency, has performed noise testing along the freeway system that does not include noise walls. From this testing a list was compiled prioritizing the locations along the freeway system that should receive noise walls. However, the funding for this program only accomplishes the construction of a few miles of noise walls each year. New sound walls have been constructed along sections of I-35W and additional sound walls are planned along the south side of TH 13 (as part of the TH 13/CSAH 5/Kenwood Trail interchange project). An implementation measure is incorporated herein to review the city subdivision and zoning ordinances to identify the need for conformance with noise rules and to identify the developer's responsibility to prepare noise studies when required by the city engineer.

8.0 TRANSPORTATION PLAN STRATEGIES AND OPTIONS

The following ideas outline some options and strategies that the City Council could consider for the future to implement aspects of the Transportation Plan.

A. Play a major role in determining solutions to regional transportation problems

- Advocate for improvements to Highway 13 to improve traffic flow to the Bloomington Ferry Bridge.
- Advocate for a transit hub at 494 and I-35W to improve traffic flow on I-35W in Burnsville and allow I-35W transit users an east/west transit hub at 494.
- Work with cities and counties south of the Minnesota River to establish a coalition to lobby for state and federal transportation funding for south of the river projects using I-35W MnPASS and BRT as catalyst projects. The coalition could advocate for east/west improvements between the counties as well and other non-I35W related transit issues.
- Support the transportation improvements for the MRQ.
- Develop alternative east/west corridors for second beltway through neighboring counties.
- Support the High Speed Rail Midwest Regional Rail Initiative (MWRRI) identified by the Dakota County Transit Plan. Burnsville should be included in this effort as we are a regional center, a shopping/retail destination and also a key location along I-35W and Highway 13.

B. Increase crossing capacity over the Minnesota River

- Promote the use of MnPASS on I-35W, HOV lane and/or find and advocate for better alternatives for increased utilization of the lanes.
- Support Bus Rapid Transit (BRT) on Cedar Avenue, I-35W, I-35E and 169.
- Continue to be educated and informed of trends and changes in transportation technology leading to the creation and use of alternative forms of transportation (i.e., commuter rail, light rail, Personal Rapid Transit, etc.).

- Secure easements and corridors for expansion of existing modes of transportation and future alternative modes of transportation.

C. Reduce traffic congestion in Burnsville

- Increase information dissemination on options for alternative methods of transportation and metro commuter services in and around Burnsville (i.e. MVTA services, Metro Transit services, Metro Mobility services, DARTS, bus system, bike, Segway, scooter, telecommuting, flex route schedule, etc.).
- Increase the number of alternative transportation options and increase the utilization of alternative options. For example, increase the number of bus routes AND increase the number of people riding the bus or provide more bicycle-friendly paths AND increase the number of people using this mode of transportation.
- Create a program, engaging Burnsville Chamber of Commerce and Burnsville businesses, to provide incentives to employees that participate in alternative commuter activities. Encourage local businesses to participate in joint marketing efforts on transit and help in dissemination of route and fare information.
- Continue transit improvements, including park-and-ride facilities and the development of infrastructure for and shuttle bus service between businesses along CSAH 42.

D. Improve traffic flow in Burnsville

- Support the interchange at County Road 5 and Highway 13, construct improvements of Chowen Avenue Intersection with Highway 13 and implement signal synchronization on Nicollet Avenue.
- Conduct accident study and additional flow enhancement design programs to decrease accidents at Highway 42 between Nicollet Avenue and the I-35W/35E split.
- Research more efficient traffic flow techniques and designs to decrease congestion (i.e. roundabouts, etc)
- Continue implementation of city Capital Improvement Program as it relates to traffic capacity and safety.

E. Expand use of transit services

- Support expansion of Burnsville MVTA ramp to provide for more parking.
- Increase point-to-point transit for the whole community (special event service, service to seniors, transit challenged and all others that need/want it).
- Encourage use and expansion of existing transit services and systems.
- Work with area transit providers to evaluate ridership and establish options for mixed use busing (for example, using school buses for public transportation when not being used for school purposes, sharing vehicles, sharing drivers or sharing riders when practical, etc).
- Increase transit marketing and communication efforts.
- Provide improved and increased bus stop signage, shelters and benches throughout the city.
- Advocate Burnsville and Minnesota Valley Transit Authority projects in Dakota and Scott County's Capital Improvement Programs, including clearly marking bus stops.
- Provide transit service/connections to major recreational/natural resources within Burnsville and Dakota/Scott Counties such as regional parks, Minnesota River Corridor, Buck Hill, and other major resource areas.

- Support efforts of Dakota County to take the lead to coordinate transit stops/locations and pedestrian/trail systems and include the metropolitan systems within their transportation and transit plans.

F. Improve the bike and pedestrian trail system interconnecting parks, schools, scenic areas, civic areas, employment centers and amenities within the city

- Work with adjacent cities and jurisdictions to create bike and pedestrian connections to existing and planned facilities (for example, connect Burnsville to Bloomington trail systems over the old Cedar Avenue Bridge).
- Complete an improved east-west off-street bike and pedestrian trail north of Highway 13.
- Consider a trail connecting the River Hills Drive path in the eastern half of the city with the MRQ in the west.
- Establish a trail connection from the HOC to an east-west trail along Highway 13.
- Support linking educational facilities to major employment centers by coordinating discussions among larger employers (or groups of employers) to establish transit options to link employers to students and employees.

G. Develop user-friendly bike and walking trails which will support recreational opportunities, healthy living and link people to jobs and business/employment locations.

- Support implementation of the city Trails Master Plan.
- Create a trail system along the Minnesota River and pursue additional trail improvements through city, county and other funding sources.
- Determine use/potential use of trail commuting, economic benefits and determine priority for funding for trails.
- Improve safety and way-finding signage on trails (at intersections, use of bike logos on bike lanes, route identification, etc).
- Distribute bicycle educational materials, such as bike trail maps, through local bike shops, on distribution racks, at special events, in schools, on public access television, city and other websites.
- Support the construction and maintenance of walkways and bikeways on major transportation routes throughout the city.
- Support and advocate for a new pedestrian overpass at Nicollet Avenue and TH 13 connecting the HOC to the Transit Station, areas schools and employment centers.
- Support and advocate for pedestrian and bike crossings at major intersections and areas adjacent to schools, parks, civic areas, churches and other prominent areas of Burnsville where people would like to walk safely, comfortably and conveniently.

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Steven C. Mielke, Director

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Environmental Resources
Land Conservation
Groundwater Protection
Surface Water
Waste Regulation
Environmental Initiatives

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

April 24, 2020

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: 2020 Regional Solicitation Application Letter of Support for installation of Elevator, Backup Generator and Utility Room in Burnsville Transit Station

Dear Ms. Koutsoukos:

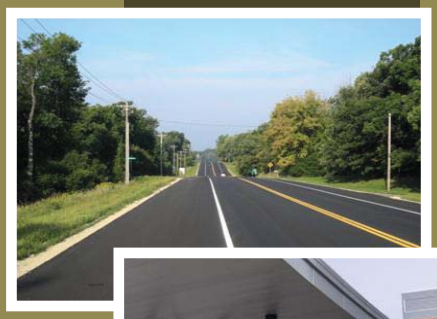
Dakota County is aware of the Minnesota Valley Transit Authority (MVTA) application for federal funding through the Regional Solicitation for the project to install elevator, install backup generator and construct a utility room in Burnsville Transit Station.

This proposed project would improve accessibility for our residents using the Burnsville Transit Station in the northeast corner of TH 13 and Nicollet Avenue in Burnsville. This would also add to safety for the employees who work in Burnsville Transit Station.

The County approves the attached layout of the project. This project is not in the Dakota County 2021-2025 Capital Improvement Program (CIP). If the project is awarded federal funding, the County Board may consider funding a portion of the local match through our annual CIP update process. We will be happy to answer any questions you may have regarding this project.

Sincerely,

Mark J. Krebsbach, P.E.
Transportation Director/County Engineer



Dakota
COUNTY

2030 Transportation Plan

June 2012

Dakota COUNTY transportation
we get you there

Table of Contents

Chapter 9

Goal 6: Improvement and Expansion of Transportation Corridors

Chapter 10

Implementation

Appendices

List of Figures

List of Tables

Chapter 1

Executive Summary

The *Dakota County 2030 Transportation Plan* (Plan) is a revision to a primary component of Dakota County's Comprehensive Plan *(DC2030)* adopted in 2008. *DC2030* consists of a broadly based land use plan that is developed every ten years to prepare Dakota County for continued growth. In conformance with the Metropolitan Land Planning Act, MN Statutes, Chapter 473, the County developed *DC2030* to guide the direction of several key systems that have regional relevance (transportation, development, parks and natural resources) to ensure they efficiently and effectively meet the needs of a projected 2030 population base. *DC2030* includes the vision of what the County can become over the next 20 years and incorporates a plan to address key issues affected by population growth and influence quality of life.

Why an Update to the Transportation Plan?

The following were key reasons for updating the Transportation component of the Comprehensive Plan. These reasons included state, regional and county plans or studies that affect the transportation system in Dakota County. Many of plans or studies were recently completed and or adopted making the Plan update timely.

County Comprehensive Plan Updated

The County updated and adopted its comprehensive plan in 2009. Major findings, influences or considerations of this plan, DC2030, provided context to be incorporated into the Transportation Plan. These included:

- Incorporating the Dakota County Visioning work, including addition of the guiding principles of Sustainability, Connectedness, Collaboration, Economic Vitality and Growing and Nurturing People as Transportation Plan Principles. Supporting strategies and policies to implement these principles were applied.
- Recognizing context sensitive design and complete street philosophies in consideration of all modes of use and safety of all users.
- Considering and providing rationale of increasing transportation safety, maximizing the value of investments, encouraging active living, investing in pedestrian and bicycling infrastructure, increasing transit advantages, reducing demand for automobile transportation, creating an environmentally sensitive transportation system, and recognizing the role of telecommunications and sustainability leadership.

State and Regional Transportation Plans Updated

Two primary state and regional transportation plans were recently completed. These plans identified major findings, influences or considerations. The County used these plans as a basis of how the State's or the region's goals align with the County's Plan and how County policies and strategies best support State and regional transportation. These plans are:

- The Minnesota Department of Transportation 20-year statewide transportation plan (*Statewide Transportation Plan: 2009-2028, Your Destination…Our Priority)*
- The Metropolitan Council Transportation Policy Plan (*2030 Transportation Policy Plan)*

County Travel Demand Model Updated

The County 2030 Travel Demand Model was updated in 2010 for use by Dakota County and local communities to prepare and analyze the traffic impacts on potential land development or transportation scenarios. The model was a combination of both the 2005 Regional Model and a separate County model that includes greater detail with surrounding communities.

Completed County Transportation Studies Identified in the *Dakota County 2025 Transportation Plan*

As a result of recently completed studies identified in the *Dakota County 2025 Transportation Plan*, there is a better understanding of transportation needs with study findings incorporated into the Plan update. Many of these studies were adopted by the County in 2009 and 2010. These studies include:

- Dakota County Transit Plan
- East West Corridor Preservation Study Phase 2
- Regional Roadway System Visioning Study
- Rosemount / Empire / UMore Transportation System Study
- Hastings Area Roadway System Study
- Northwest Northfield Highway Corridor Study
- Farmington Area Transportation Study
- Cedar Avenue Transitway – Implementation Plan Update
- CSAH 28 Corridor Study – From Denmark Avenue to State Highway 149

Trends Affecting the Transportation System

The Plan also considers many trends affecting the transportation system. These trends were considered in the development of the goals, strategies and policies within the Plan. These trends include:

- Transportation revenues and resources are becoming more limited to meet the transportation system needs over time.
- Continued growth and demand for efficient transportation systems pose important challenges for the future.
- Estimates derived from the County's Travel Model (based on the region's model and future local land use) indicate that vehicle miles driven will grow by approximately 2 percent annually.
- System congestion has held steady with expansion investments recently and should continue into the short-term future.
- Traffic volumes at eight County highway-to-County highway intersections show operation approaching or exceeding capacity by 2030. Projected transportation revenues are inadequate to fund needed interchange projects and will require funding sources beyond current County highway funding sources.
- Recent investments in bridge and pavement preservation and replacement have contributed to the better condition of the transportation system. However, the overall system continues to age resulting in higher future preservation and replacement needs.
- Land access needs continue to compete with transportation system mobility needs.
- It is anticipated that proposed investment on the regional transportation system are not adequate to address County growth. Outside of transit corridor implementation and some minor highway or bridge crossing improvements, the State and Region envision

very little investment to the regional transportation system within the county in the next 20 years.

Plan Goals

The Plan consists of six goals with desired outcomes, products or services provided by the transportation system. Each goal contains specific investment activities and is supported by strategies, policies and performance measures. These goals were developed to provide for the safe and efficient movement of people and goods and as a guide to direct future transportation investments within the Transportation Capital Improvement Program. These goals include:

- Goal 1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System
- Goal 2: Transit and Integration of Transportation Modes
- Goal 3: Preservation of the Existing System
- Goal 4: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity
- Goal 5: Replace Deficient Elements of the System
- Goal 6: Improvement and Expansion of Transportation Corridors

Plan Summary

Transportation Plan Principles

The Plan includes ten overarching principles that apply to all Plan goals. These include five guiding principles identified in *DC2030* and five principles specific to transportation. All of these principles together guide the Plan policies and strategies, and help in forming the basis for decision-making and priority determination. The Plan incorporates these principles into all aspects of transportation system development and operation. Each principle is supported by strategies and policies to implement the principle objective.

These principles are:

- Sustainability
- Connectedness
- Collaboration
- Economic Vitality
- Growing and Nurturing People
- Transportation Safety and Standards
- Transportation Planning
- Social, Economic and Environmental Impacts
- Public and Agency Involvement
- Context-Sensitive Design and Complete Streets

Goal 1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System

The emphasis of this goal is for the County to develop the best transportation system to provide for safe movement of people and goods within financial constraints. The system vision has been developed and implemented in coordination with the state, adjacent counties, cities, townships, and other transportation partners through the goals and policies within this Transportation Plan. This includes directing resources to transportation system priority needs and seeking and acquiring a variety of transportation funding sources to meet the many diverse system needs including transportation projects, operation and maintenance activities. Unmet needs will need to be considered on a case-by-case basis with additional funding beyond anticipated revenue to make investments in some areas.

This goal identifies various funding sources available to the County for transportation purposes, along with strategies and policies for use of these resources. Subsequent goal chapters specify how these extremely limited transportation resources will be directed to priority needs of the system. This goal also identifies the staff and fiscal resources anticipated to be necessary to design, build, operate, and maintain the transportation system. These resources were determined based on an analysis of the existing system and future system needs.

The strategies and policies of this goal provide for current and future estimated investment needs for directing resources to key transportation system elements. Directing resources for the transportation system will be pursued through the following activities.

Activities

- Transportation funding identification.
- Development of the Capital Improvement Program.
- Identification of investment needs.
- Use of Plan strategies and policies.

Through this update of the Plan, it has been determined that over $1.253 billion will be required to meet the County's transportation needs over the 20-year plan period. Specific needs are identified and explained in detail in chapters throughout this plan document. $658 million of revenue is anticipated during this time. This results in 53 percent of the necessary anticipated revenues available to meet transportation needs in the next 20 years. In comparison, in 2004, the Transportation Plan identified $1 billion required to meet needs and $600 million anticipated resulting in 60 percent of the necessary anticipated revenues to meet needs.

The County envisions available revenues of approximately $33.4 million per year to invest towards transportation and approximately $11 million per year towards transit-specific transportation projects. These investments will be directed at the highest priority needs of the transportation system. However, this investment is not sufficient to meet all needs through the Plan period. Limited staff and equipment resources will also be necessary to deliver the anticipated annual CIP, operate and maintain the system, and meet the identified transportation needs. Additional revenue sources will need to be identified to supplement current resources.

Goal 2: Transit and Integration of Transportation Modes

This goal establishes Dakota County's role in coordinating and providing direction on the development of infrastructure and services for non-automobile modes of transportation. Rapid population growth and diversified transportation needs have prompted the County to adopt policies and strategies for the development and integration of a comprehensive transit system, bicycle and pedestrian network, and other non-automobile modes for people and freight to maximize the transportation system efficiently. The ongoing facilitation of these modes will contribute to the County's transportation networks by providing safe, timely, convenient, and efficient connections between communities, activity generators, and employment concentrations.

The strategies and policies of this goal provide for current and future estimated investment needs for transit and integration of transportation modes for key transportation system elements. Transit and integration of transportation modes for the transportation system will be pursued through the following activities and CIP investment categories.

Activities

- Integration of transit into the *Dakota County 2030 Transportation Plan*
- Local and regional transit governance
- Transitway and facility planning
- Collaboration with transit partners
- Meeting the needs of transit dependent populations
- Technology implementation
- Travel Demand Management
- Integration of land use with transit services and facilities
- Integrating bicycle and pedestrian modes

CIP Investment Categories

- Cedar Avenue Transitway
- Bicycle Trails
- Transit Infrastructure

DCRRA CIP Investment Categories

- Cedar Avenue Transitway
- Robert Street Transitway
- Red Rock Transitway

Dakota County currently invests approximately $11 million per year towards projects to integrate transit and transportation modes. This entire investment is towards the integration of transit projects including study and implementation of transit corridors. Investments towards bicycle and pedestrian integration are identified within the Preservation Goal. In addition, the Parks CIP identifies approximately $0.5 million per year towards trail investments. No CIP investments are identified for other modes identified per this goal. However, the detailed information on trucking, railroads, commercial navigation, aviation and telecommunications will be considered in the development of CIP transportation projects and investments.

Future annual investments for this goal are anticipated to remain stable. However, future needs for the Robert Street Corridor and Red Rock Corridor require additional definition and, at present, represent a wide range of future investment need.

Transitways

- Continue Dakota County and DCRRA activities in planning and implementation efforts of transitway projects defined in the Metropolitan Council's Transportation Policy Plan and the long range vision of the Counties Transportation Improvement Board.
- Make Dakota County transitway projects a priority within regional development plans and cooperate with regional agencies on advancing transitway development at the state and national level.

Highway Congestion

- Cooperate in regional programs to manage peak travel demand and that provide transit advantages. Cooperate in regional efforts to expand the capacity and effectiveness of transit service.

Changing Demographics and Transit Dependent Populations

- Coordinate service providers and County government to understand emerging transit needs and form effective implementation for County residents including transit dependent populations (elderly, low-income families, households without a vehicle, youths and physically/mentally challenged).

Transit Funding Concerns

- Continue DCRRA dedications towards the planning and development of transitways within the County for the future implementation of transitways, and to leverage federal and regional funds for transitway implementation.
- Assist in the efforts of local elected officials and regional agencies to secure dedicated funding for transit operations and infrastructure.
- Pursue new and innovative approaches for stable, long term funding with an emphasis on regional partnerships.

A Transportation System to Include Other Modes

- Evaluate and develop the groundwork for improving networks for other modes within the transportation system to provide safe, timely, convenient and efficient connections. The County will continue to investigate potential of existing rail lines to host potential passenger rail movements.

A Transportation System to include Bicycles and Pedestrians

- Evaluate and develop the groundwork for improving pedestrian and bicycling networks within the transportation system, especially within transit or dense land use corridors, to provide safe, timely, convenient and efficient connections.

Background

Dakota County's growing role in the development of transit service and infrastructure has led to progress towards several goals and objectives stated in the *Dakota County 2025 Transportation Plan.* During the past five years, Dakota County Regional Railroad Authority and Dakota County have advanced transit goals and objectives through the following activities:

- Development of the Dakota County Office of Transit to provide a centralized focus area for transit goals and objectives.
- Adoption of the County's first Transit Plan in 2008 with prioritized action items and focuses on transit influence and transit future.

- Development of a Transit section of the Transportation Capital Improvement Program that identifies County transit investment activities beyond standard transportation improvements.
- Development of a Regional Railroad Authority Capital Improvement Program that specifically identifies funding sources for prioritized projects such as Cedar Avenue Transitway, the Red Rock Transitway and Robert Street Transitway planning activities.
- Enactment of a 0.25 percent County sales tax for use specifically for transit purposes through the Counties Transit Improvement Board.
- Participation in the Counties Transit Investment Board grant process that identifies capital and operating planning needs for 2009 to 2030.
- Final design of the Cedar Avenue Transitway, with construction scheduled for 2011-2012.
- Completion of the 2010 Cedar Avenue Transitway Implementation Plan Update.
- Completion of the Robert Street Feasibility Study and the initiation of the Robert Street Transitway Alternatives Analysis.
- Ongoing planning for the Red Rock Commuter Rail Transitway and member of the Red Rock Corridor Commission.
- Participation on the Minnesota High Speed Rail Commission.
- Ongoing technical assistance in transit-oriented development and station planning activities for Cedar Avenue and Red Rock Corridor Transitways.
- Ongoing development of the I-35W Transitway from Lakeville to downtown Minneapolis.
- Participation in the Metropolitan Council's regional 'Corridors of Opportunity' initiative.

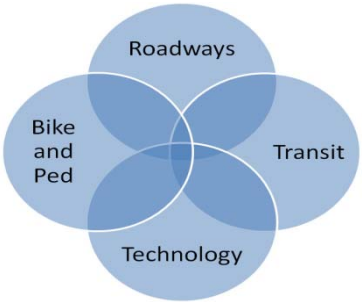
These accomplishments and the efforts described in this chapter are intended to expand transit as a viable travel mode to meet a wider range of needs and objectives, including job access, sustainable development, congestion mitigation, and improved mobility for all population groups within the County.

Integration of Transit into the Transportation Plan

The County adopted its first Transit Plan in 2008 which prioritized action items and focused on transit's influence and future role in Dakota County. This Transit Plan will no longer be a stand-alone document but rather will be incorporated within the County Transportation Plan. By doing so, the County acknowledges that transit is a growing priority and will be a component of all future decision making processes for the County's transportation system. Transit Plan elements will have greater visibility within the Transportation Plan and integrating transit better describes where Dakota County is in developing a comprehensive transportation system. The following considerations apply to the integration process:

Goals and Outcomes

- The Transit Plan will no longer be considered a stand-alone document. The Transit Plan is now integrated within the Transportation Plan to provide for a more comprehensive document and recognizes that transit activities are a major consideration in the way the County conducts planning for transportation investments for the future.
- To acknowledge that transit is a growing transportation priority and an important part of the overall transportation



system. Recent trends, review of demographics and increasing transit-dependent populations indicate that citizens want more transit services.
- To acknowledge the County's expanding role in transit and transit planning with an expectation of doing more and having a higher visibility.
- To comprehensively account for resources, costs and benefits.
- To measure effectiveness as a county transportation system element.
- To provide another tool for seeking multi-modal solutions to current and future transportation system issues.
- To support transit based solutions will all modes of transportation, especially bicycling and pedestrian facilities.
- To include a transit action plan identifying near-, mid- and long-term activities.

Integration Process

- Goals and action items of the Transit Plan are incorporated into this document.
- Restate the County's transit role and responsibilities identified in the Transit Plan including how the County will integrate transit considerations in planning, project development, maintenance and preservation priorities.
- The following are part of the integration process and will be activities conducted with each Transportation Plan update:
    - Update of transit market and demographic information.
    - Update information on priority transit corridors, regional transitways and county corridors.
    - Update the inventory of services, providers and facilities. Identify gaps and opportunities for coordination.
    - Identify emerging issues, needs and opportunities.
    - Provide financial forecasts.

The intended outcome of this integration process is a more fundamental consideration of transit service needs, operations, and access through all stages of planning and execution of transportation system improvements. Dakota County will reassess the relationship of transit to other modes and physical development to establish more effective planning and implementation practices as transit needs and services evolve.

Local and Regional Transit Governance

Dakota County and the Dakota County Regional Railroad Authority cooperate in regional activities for funding and advancing the development of major transit capital investments within the County. Given the range of potential investments and jurisdictions a single project can involve, these efforts typically require close and complex coordination with numerous regional, state, and federal agencies that are involved in planning, funding, service operation, or facility construction. Locally, Dakota County is responsible for leading cooperative efforts with numerous agencies and stakeholder groups to address more localized or near-term needs for transit service.

Dakota County

The following objectives identify the County's role in transit:

1. Provide assistance to the Dakota County Regional Railroad Authority in transitway planning and development.
2. Support service providers in identifying transit needs and solutions of the transit dependent population.
3. Work with local units of government to link transit service and land-use decision making.
4. Monitor and support use of technological advances and roadway design modifications to reduce travel demand and improve transit performance.
5. Secure dedicated regional, state and federal transit funding for capital investments that can improve the effectiveness of transit service.
6. Provide for specialized transit services for clients of Dakota County's Community Services Division
7. Allocate CIP funds dedicated for transit for infrastructure improvements that can increase the convenience or efficiency of transit service.

Dakota County's efforts towards these objectives are often undertaken on a regional level through cooperation with other bodies responsible for financing, developing, and operating transit service. Dakota County is regularly engaged with the following regional entities in the development of transit policy, service, and infrastructure:

Dakota County Regional Railroad Authority

The Dakota County Regional Railroad Authority (DCRRA) was established by Minnesota Statute §398A with broad powers to plan, acquire, construct, and operate railroads, including light rail transit (LRT). In addition to rail transit modes, the Authority was granted permission by the State Legislature (Special Session 1, Ch. 6, Section 90) to serve as the lead agency in all phases of the Cedar Avenue Transitway project to develop bus rapid transit (BRT) service, with the responsibility for planning, design, construction, oversight, and public involvement. The Statute also grants the DCRRA the ability to evaluate transportation solutions in areas under its jurisdiction with the intent to reduce congestion, improve mobility, and provide alternative forms of transportation.

The DCRRA consists of seven commissioners appointed by the Dakota County Board of Commissioners for terms of one year. Dakota County staff serves at the direction of the DCRRA board in the conduct of planning studies and transitway design work. DCRRA efforts are financed through an annual dedicated levy currently set at $1.64 million; the current levy limit is $19.8 million per year.

Regional Transit Governance

Metropolitan Council

The Metropolitan Council is the regional planning agency for the seven-county metropolitan area and is also designated as its Metropolitan Planning Organization. In this capacity, the Metropolitan Council is responsible for development of the regional Transportation Policy Plan, which defines future transportation needs and outlines policies and fiscally constrained improvements over a twenty year period. Specific to transit, the Transportation Policy Plan identifies major investments in capital and runningway improvements for the region's transit network and provides local oversight to planning processes in the Federal Transit Administration's New Starts program.

The Metropolitan Council operates Metro Transit, the region's largest provider of fixed-route transit service; service within Dakota County cover West St. Paul, South St. Paul, Mendota Heights and Inver Grove Heights. The Metropolitan Council also administers Metro Mobility ADA paratransit service and TransitLink paratransit service.

Suburban "Opt-Out" Service Providers

In addition to services operated by the Metropolitan Council, six individual transit agencies provide local and express service within suburban areas throughout the Twin Cities. Formation of these agencies was enabled by Minnesota Stat. 174.265, which allowed suburban communities to provide their own transit services in lieu Metro Transit service. Cities opting out of the Metro Transit service area are allowed to retain 90% of local taxes that are accrued towards transit service for service within their jurisdiction. This statute enables cities opting out of the Metro Transit service area to jointly form transit authorities and contract for service with private service operators. Presently, there are six opt-out authorities within the Twin Cities region; the Minnesota Valley Transit Authority in the sole opt-out authority within Dakota County, providing service to Eagan, Burnsville, Apple Valley and Rosemount. Lakeville was previously outside the transit taxing district. Lakeville became part of the transit taxing district in 2008 and is now served by the MVTA.

Counties Transit Improvement Board

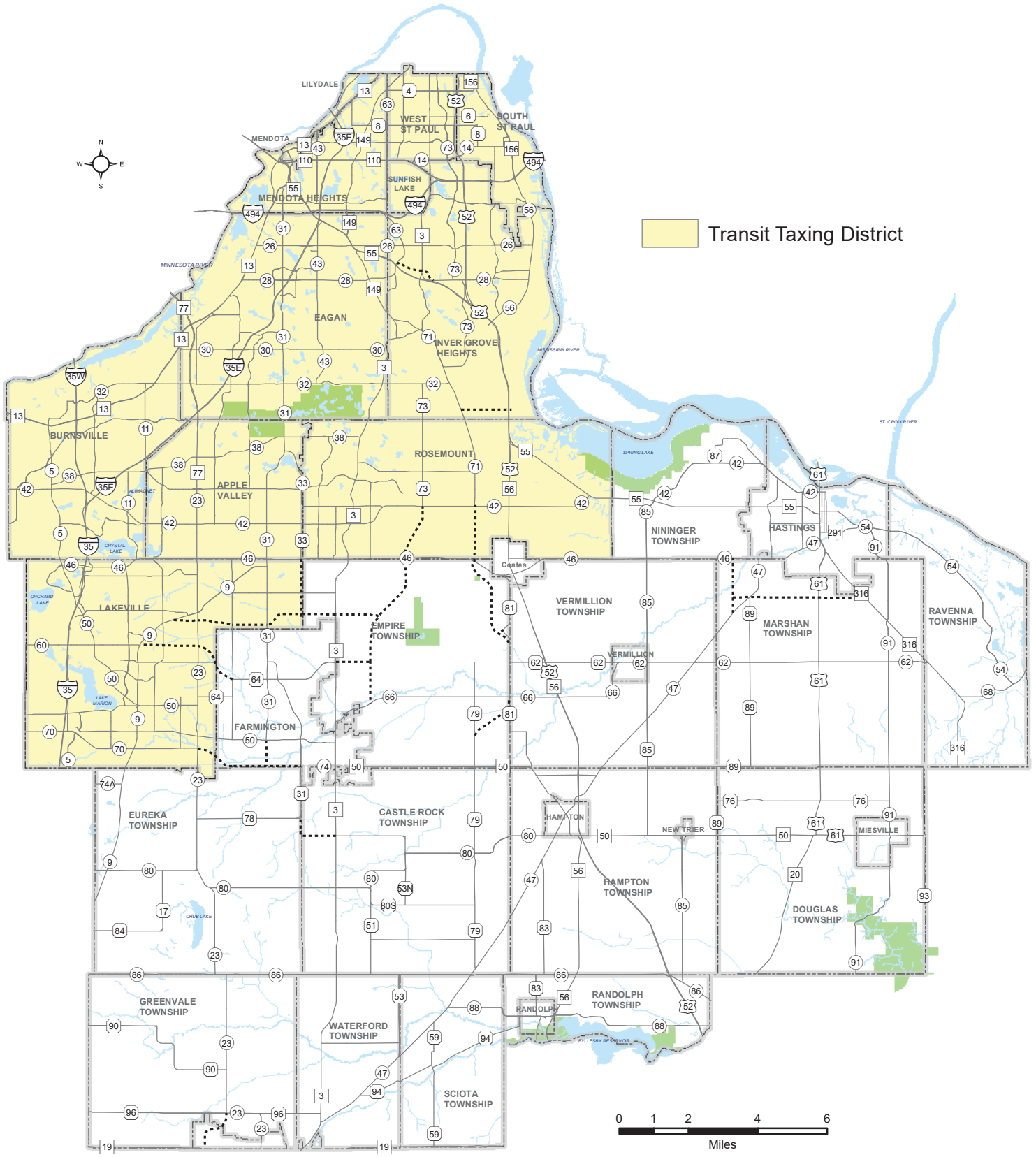
To supplement the funds available from state and federal sources, Dakota County participates on the Counties Transit Improvement Board (CTIB) to fund and operate regionally identified transitway projects. CTIB consists of representatives from Dakota, Hennepin, Ramsey, Washington, and Anoka Counties, and the chair of the Metropolitan Council. Funds for CTIB are raised through a quarter-cent sales tax and $20 excise tax on vehicle sales approved by the Minnesota Legislature in 2008. Dakota County is represented on the CTIB Board, Executive Committee, and Grant Evaluation and Ranking System (GEARS) Committee by elected officials from the County. CTIB policy allows for its funds to cover up to 30% of total costs of eligible transitway capital costs, with a required 10% match from the local project partner. Funding for operation and maintenance of eligible transitway service is provided at 75% of total cost.

State and Federal Entities

Funding for transit service operation and capital is drawn primarily from state and federal government. Federal funding for transit is currently determined through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This legislation establishes funding formulas for multiple categories of operations and capital expenses, including development of transitways. SAFETEA-LU legislation expired in September 2009, but has been continued through a series of short-term extensions. A reauthorization bill is currently being considered by Congress.

State funding for transit is set every two years by the State Legislature; additional state funding is received through a dedicated portion of the motor vehicle sales tax. Dakota County accesses state and federal funding programs through the Metropolitan Council, which functions as a regional administrator for the State of Minnesota, the FTA, and other federal agencies. Dakota County typically is responsible for reporting on both program progress and financial status. With limited funds available from state and federal resources, innovative projects that are eligible for funds from the widest range of programs possible will be the most successful.

Existing Transit Taxing District



Prepared by:
Dakota County Office of GIS, 9/2011.

Dakota County 2030 Transportation Plan - Figure 10

Dakota County Strategies and Policies

Dakota County plays an important intermediary role in defining the needs of its expanding and evolving population for transit service, and developing appropriate and effective service solutions and physical investments in cooperation with transit operators, regional agencies, and stakeholders. These responsibilities extend to numerous County functions, including highway development and maintenance, delivery of social services, and development review.

The following strategies and policies apply to all investment categories under Goal 2.

The following ***strategies*** define the role of Dakota County and/or the Dakota County Regional Railroad Authority in development of transit services and infrastructure:

- **Transit Technical Committee**
  Establish a Transit Technical Committee comprised of transit providers, cities, and other stakeholders to monitor changing needs for transit services and evaluate measures for addressing them.

- **Transit – Stakeholders**
  Participate in or create new stakeholder groups to facilitate transit development in identified corridors.

- **Strive to meet Transit Needs in all Geographic Areas of the County**
  Encourage the operation of the transit system including regular route, ride sharing, paratransit services and facilities in a compatible and coordinated fashion.

- **Capital Improvement Program (CIP)**
  Identify and pursue improvements to transit facilities for inclusion into the five-year CIP.

- **County Role in Transit Investments**
  Reaffirm the County role in planning, coordination, and integration required between all transportation modes and facilities including transitways, commuter rail, bicycles, pedestrians, HOV lanes, HOV ramp by-pass lanes, and park-and-ride lots.

- **County Reviews - Transit Element**
  Comment regarding transit impacts and opportunities on regional plans and projects, EAW, EIS and AUAR reviews and plat applications.

- **Transportation Alternatives - Organizational Approaches**
  Develop comprehensive internal approaches to allow for open and cross-disciplinary communication in developing effective transit services and facilities; extend involvement to external organizations where appropriate, including area chambers of commerce and the Community Development Authority.

- **Transportation Alternatives – Modal Integration**
  Consider transit needs for accessibility, right-of-way, and operations during the planning and design of County highway projects, as well as pedestrian and bicycle facilities.

- **Transit Infrastructure**
  Provide appropriate infrastructure on all highways for transit operations and transit service access.

- **Plat Commission**
  Participate in the County plat review process to identify modifications to planned development that can enhance the effectiveness of transit services and facilities.

- **Transit Considerations in Planning**
  Include a transit work element in all transportation studies conducted by the County.

- **Explore County Resources**
  Employ the Office of Transit as a community resource for transit activities within the County with the intent to facilitate and coordinate programs that advance transit.

- **Secure Operating and Capital Funds**
  Identify County funding resources to support transit operations and facilities through short and long term commitments.

- **Respond to Changing Service Needs**
  Establish new services and facilities that are responsive to changing service needs or demographic patterns within Dakota County.

- **Planning, Design, and Construction**
  The DCRRA will assume appropriate leadership or collaborative roles in the development of light rail and commuter rail transitway investments within the County, and the Cedar Avenue Bus Rapid Transitway, as governed by applicable laws and rules.

- **Complete Major Transitway Projects**
  Timely complete major project development phases for all transitway projects within Dakota County

The following ***policies*** define the role of Dakota County in development of transit services and infrastructure:

T.1 Support Flexible and Expandable Transit Services
Dakota County will partner with local agencies and transit providers to maximize resource flexibility and to identify opportunities for the expansion and better utilization of existing transit services.

T.2 Secure Dedicated and Reliable Funding Sources for Transit
Dakota County will provide a leadership role in obtaining funds for transit capital projects within the County, and cooperate with regional partners to ensure permanent, dedicated, and reliable funding for transit operations through local, regional, state and national sources.

T.3 Transit Signage
Dakota County will seek to accommodate service providers in placement of signage compliant with the Minnesota MUTCD in County right-of-way to aid the effectiveness and visibility of transit service and facilities.

T.4 Streetscape Improvements

The local share of construction and installation costs for aesthetic elements determined by the County to be a necessary component of a regional transitway project will be 20 percent after application of applicable federal, state and regional funding sources. The local share of costs for aesthetic elements not determined as a necessary component by the County will be 100 percent. Maintenance of aesthetic elements of transitway projects will be accomplished in accordance with applicable County highway maintenance policies.

PERFORMANCE MEASURE: Continual growth in transit ridership within Dakota County consistent with the Metropolitan Council regional goal to double transit ridership from a base of 73 million in 2003 to 145 million by 2030.

Regional Transitways

Dakota County and the DCRRA are active in the planning and implementation of several transitway projects defined in the Metropolitan Council's Transportation Policy Plan and the long range vision of the Counties Transit Improvement Board. Transitways are becoming a growing part of this system, with four regionally defined within Dakota County: the Cedar Avenue Transitway, the I-35W Transitway, the Robert Street Transitway, and the Red Rock Transitway. Transitways offer riders faster and more reliable service through exclusive runningways, improvements in operating technology and rider information, and higher frequency service. These improvements are intended to provide residents and businesses with improved access to housing and employment through faster and more reliable transit service, both with the County and throughout the Twin Cities.

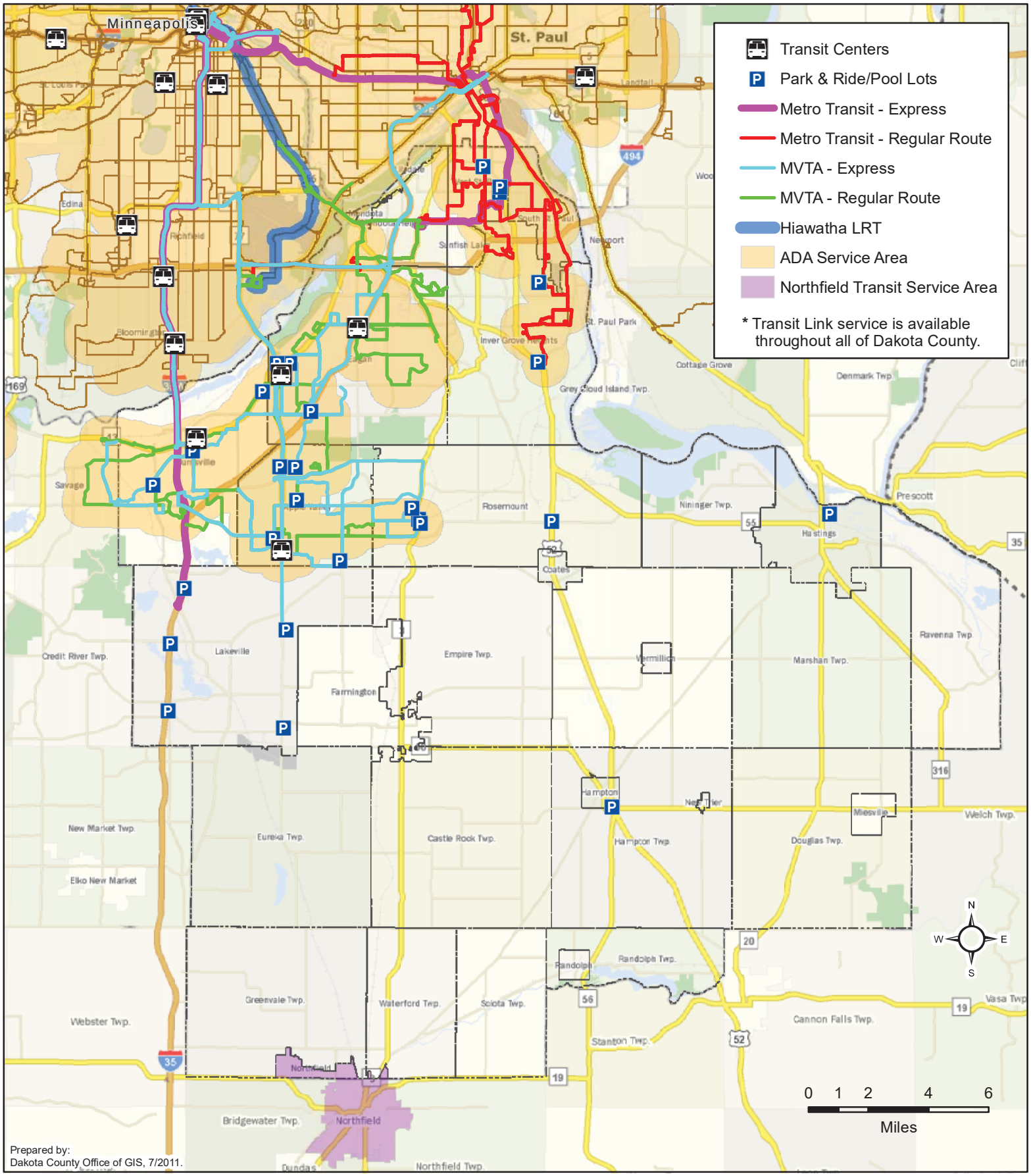
Cedar Avenue Transitway (Bus Rapid Transit) - The Cedar Avenue Transitway is located between the Mall of America/28th Avenue Park & Ride in Bloomington and CSAH 70 (215th Street) in Lakeville. The transitway is designed to provide local station-to-station service between 10 stations in the transitway, and to enhance and expand existing service to activity centers such as the Mall of America, Minneapolis-St. Paul International Airport, Fort Snelling/VA Hospital, the University of Minnesota, downtown Minneapolis, and downtown St. Paul.

Traffic congestion occurs regularly as approximately 100,000 vehicle trips per day are made in the Cedar Avenue transitway. In addition, the County's population is projected to increase by over 115,000 in the next 20 years. No future highway expansions are planned in the transitway.

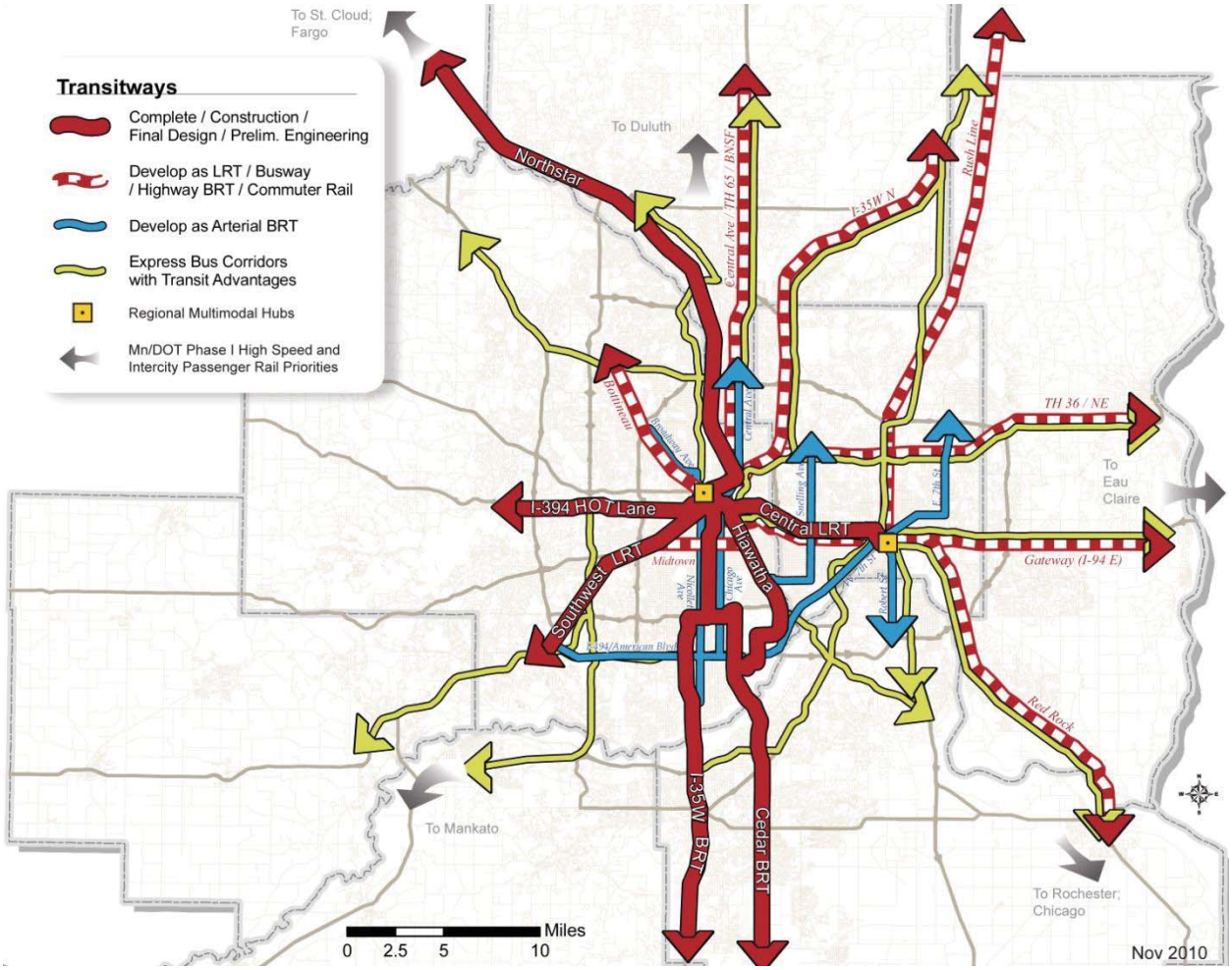
In response to these growing challenges, a Feasibility Study of the Cedar Avenue Transitway was undertaken in 2001 with funds from the State of Minnesota. The study concluded that both bus rapid transit and light rail transit were feasible modes for the transitway. Additional funds from the State and Metropolitan Council allowed for further planning work that included an environmental scoping study and alternatives analysis study.

The 2004 Alternatives Analysis determined BRT as the preferred transit mode; an implementation plan was created, and updated in 2010, with ridership projections, conceptual service plans and updated capital and operating cost estimates. Further changes, based on budget and operating constraints, have been made to this plan.

Existing Transit Service Areas, 2011

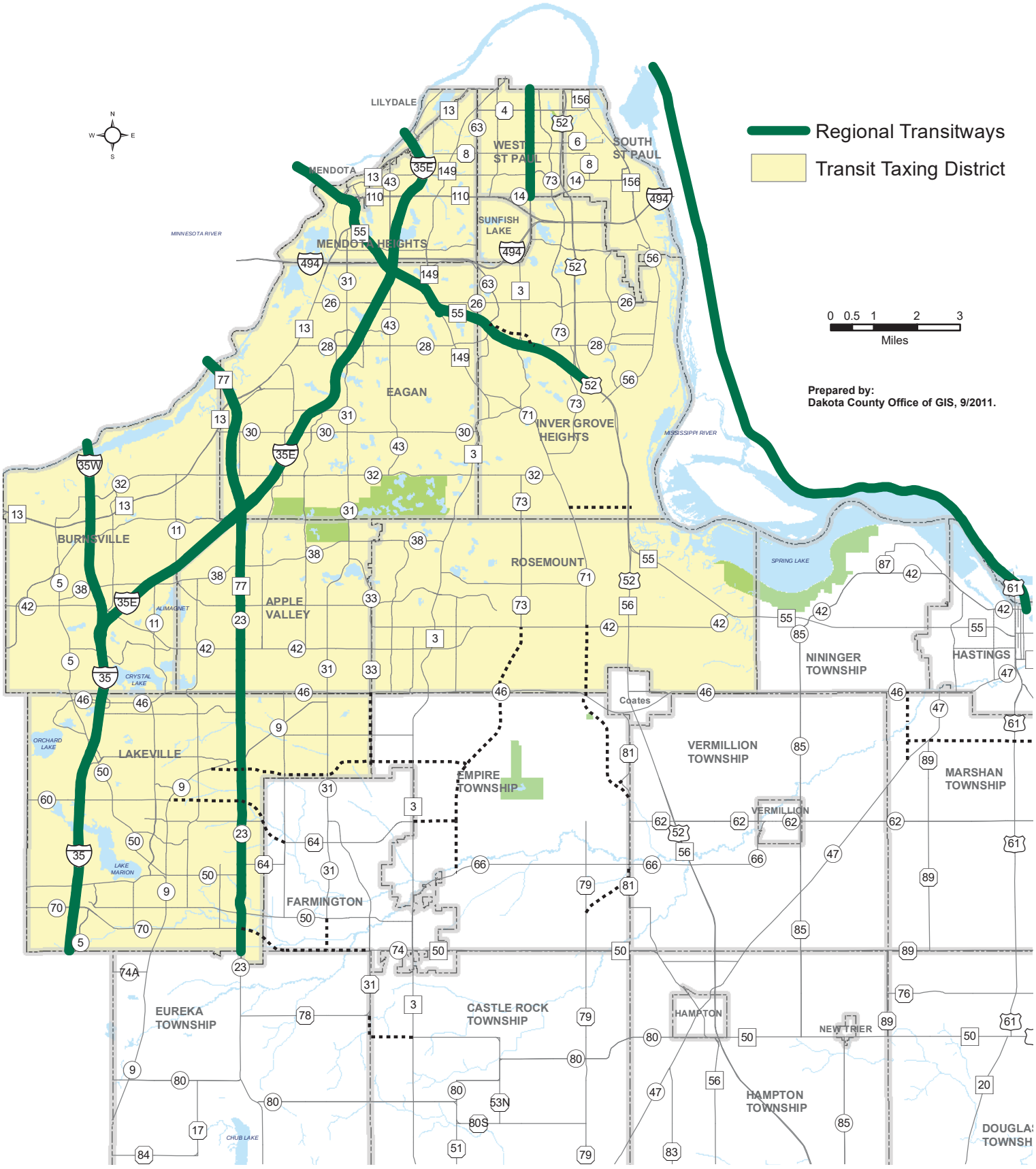


Dakota County 2030 Transportation Plan - Figure 11



Dakota County 2030 Transportation Plan – Figure 12

Regionally Defined Transitway and Service Improvements



Dakota County 2030 Transportation Plan - Figure 13

The focus of the transitway improvements is the construction of bus shoulder lanes from Dodd Road to 138th St. These lanes are intended to allow buses to operate outside of traffic congestion, providing faster travel times. Further reduction in travel times will be achieved through implementing transit signal priority and driver assist technologies, stations with level vehicle boarding, and more functional vehicle interiors. Construction of the bus shoulder lanes is expected to finish by fall 2012, with station-to-station BRT service to begin following the completion of construction.

The current implementation plan includes station-to-station service to operate between seven stations from the Mall of America/28th Avenue Park & Ride to the Apple Valley Transit Station, with some additional local service to increase accessibility to and from the transitway; additional express trips will be provided, with more express service added at later stages of development as demand warrants. Service will utilize existing transit stations, with the construction of new stations at 140th St. and 147th St. Anticipated station-to-station weekday service frequency for 2012 is 15 minutes for the entire transitway.

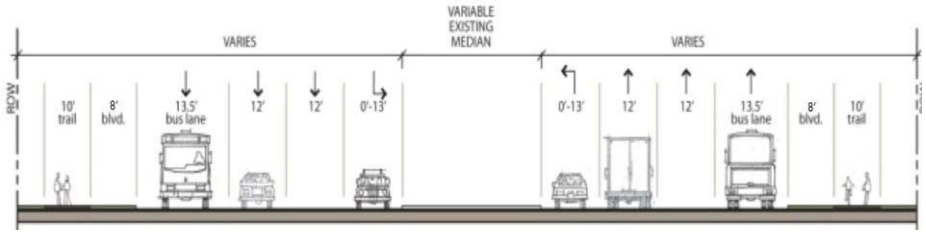
The 2010 Implementation Plan Update anticipates an initial ridership of 2,250 boardings per weekday for station-to-station BRT service. Express routes are expected to see a total increase of 1,500 boardings due to transitway improvements. In the past several years Dakota County has completed the final preparations needed to proceed with construction. In 2010, the County received a 'Finding of No Significant Impact' from the Environment Protection Agency on the proposed roadway and service improvements. Final design plans for construction were also completed in 2010, with the start of major construction beginning in spring of 2011.

Future anticipated steps in the development of the transitway include:

- 2011-2012: Construction of bus shoulder lanes from 138th St. to Dodd Road; construction of new stations at 140th St. and 147th St.

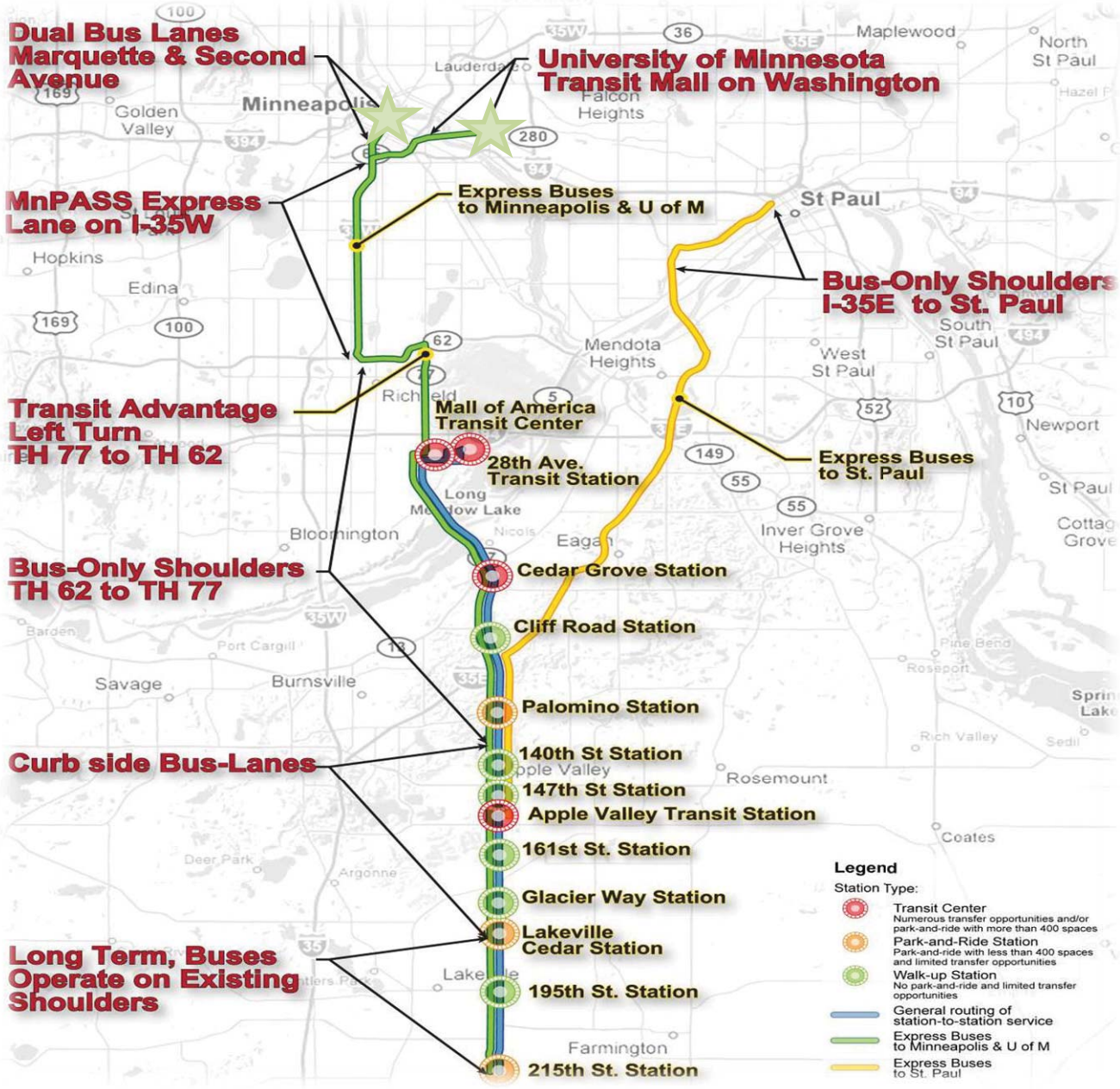
- Fall 2012: Introduction of station-to-station service between Mall of America/28th Avenue Park & Ride and Apple Valley Transit Station

- 2020-2030: Extension of station-to-station service to 215th St., as development and service demand warrants.



Cedar Avenue Transitway Ultimate Roadway Profile Figure 14

2030 Cedar Avenue Transitway Vision



Dakota County 2030 Transportation Plan – Figure 15

The 2011-2015 DCRRA CIP investment for development of the Cedar Avenue Transitway is $8.4 million per year. In the future, estimated annual CIP are expected to rise as the transitway nears completion. Estimated total investment for completion of the Cedar Avenue Transitway is $250 million with approximately $24 million County investment. The following are the estimated annual CIP investments for development of the Cedar Avenue Transitway:

Transportation CIP	RRA CIP
2011-2015 = $10.4 million	2011-2015 = $8.4 million
2016-2020 = $	2016-2020 = $12.5 million
2021-2030 = $	2021-2030 = $12.2 million

Interstate 35W Transitway (Bus Rapid Transit) - The Interstate 35W transitway extends from the Kenrick Park & Ride Facility in Lakeville north to downtown Minneapolis. Elements of the transitway, including new runningways and stations in both the shoulders and median of I-35W, are currently under construction or are completed and are intended to connect new and existing transit stations along I-35W with high frequency express and station-to-station service. This service is dependent upon station construction at Lake Street in Minneapolis and is anticipated to occur after 2015.

In Dakota County, station-to-station service will extend as far south as the Burnsville Transit Station; Express BRT service from the Kenrick Park & Ride with to the Lake Street Transit Station and downtown Minneapolis began in 2009.

Future steps in the development of the transitway include:

- After 2015: Start of station-to-station service between downtown Minneapolis and Burnsville Transit Station pending station development in Hennepin County.

Estimated investment for completion of the Interstate 35W Transitway is $93.3 million. It is anticipated that no County resources are required at this time.

Recent roadway improvements within the corridor included conversion of the High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes. The Urban Partnership Agreement, awarded to the Minnesota Department of Transportation and the Metropolitan Council in August 2007, converted existing HOV lanes to HOT lanes and extended those lanes in the northbound direction from Burnsville Parkway to downtown Minneapolis and in the southbound direction from 42nd Street to Burnsville Parkway. The entire stretch of those lanes was open and operational in October 2011.

Red Rock Transitway (Commuter Rail) -The Red Rock Transitway is identified as providing transit service on a dedicated right-of-way by the Metropolitan Council, with commuter rail designated as the long range service mode by both the Council and the Red Rock Corridor Commission. The proposed 30-mile route connects the City of Hastings through St. Paul (Union Depot) to downtown Minneapolis.

Mid-range plans consist of establishment of park & ride lots and express bus service within the transitway, as a means to establish consistent ridership; through its involvement in the Red Rock Corridor Commission, Dakota County is supportive of a park & ride in Hastings that is due

for completion in 2011. Station area planning for additional stations outside of the County is expected to be completed in 2011; commuter rail service is tentatively scheduled to begin in 2019.

The current DCRRA CIP investment for development of the Red Rock Transitway is $200,000. Total Red Rock Transitway needs are currently estimated at $115 million to $128 million. The timing and funding sources, including potential County funding share, are yet to be determined. Therefore, these needs will be identified in separate from overall County transportation system needs.

Robert Street Transitway - The Robert Street Transitway is designated as a major transit investment priority by the Dakota County Regional Railroad Authority, and is also identified by both CTIB and the Metropolitan Council as a priority for transitway investments. The area under study by the DCRRA is defined from downtown St. Paul south to Rosemount, and bounded on the west and east by Interstate 35E and the Mississippi River, respectively.

This north-south corridor is predominated by travel north into St. Paul, with maximum ADT in this corridor reaching 40,000 on Robert Street and 145,000 on U.S. 52. Dakota County's highest existing rates of transit usage occur in this study area within the cities of West St. Paul, South St. Paul, and Inver Grove Heights, where service frequency is generally higher than in other parts of the County.

A feasibility study was completed for the DCRRA in November 2008 that outlined existing transportation and demographic conditions in the local area. The study defined several potential investment options for different modes and alignments, with associated estimates for construction, operations, and performance. Near- and mid-term recommendations included steps to enhance and expand existing services and amenities, and conducting advanced planning work towards determining the most effective investment for the study area.

The DCRRA has dedicated $147,500 to jointly conduct an alternatives analysis with the Ramsey County Regional Railroad Authority that is compliant with the Federal Transit Administration's New Starts program; these funds were used as a match to a $1.18 million FTA grant awarded to the DCRRA in 2011. The alternative analysis is projected to be completed by late 2012/early 2013 with the determination of a locally preferred alternative that defines service mode, routing and operating characteristics. Later project development activities, including preliminary engineering and environmental assessment, can proceed following completion of the alternatives analysis. Future steps in the development of the transitway include:

- 2011-2013: Alternatives analysis and selection of locally preferred alternative
- 2013-2015: Environmental assessment and final design
- 2016-2018: Construction of transitway (dependent on mode)
- 2018-2019: Start of service (dependent on mode)

The current DCRRA CIP investment for development of the Robert Street Transitway is $1.6 million through 2015. Total Robert Street Transitway needs are currently estimated at $111 million to $1.1 billion. The timing and funding sources, including potential County funding share,

are yet to be determined. Therefore, these needs will be identified separate from overall County transportation system needs.

Dan Patch Commuter Rail – The Dan Patch Corridor is a proposed commuter rail line between downtown Minneapolis and Northfield, with intermediate stops in Dakota County. This line was identified by Mn/DOT as a candidate for commuter rail service in its 2000 Commuter Rail System Plan, with service planned to operate on existing track owned by Canadian Pacific. Further planning and design work for the Dan Patch Corridor was prohibited by the Minnesota Legislature in 2002.

The following ***strategies*** define actions Dakota County should pursue in the development of transitways within the County:

- **Provide Leadership in Transitway Planning and Development**
  Pursue planning and development of transitways in Dakota County as elements of the regional transitway system.

- **Effective Implementation**
  Construct transit facilities that provide a competitive time advantage on priority transitways.

- **Resource Allocation**
  Maximize county transit investment by focusing resources on priority transitways.

- **Regional and National Planning Implementation**
  Continue progress of Dakota County transitway projects through the defined stages of regional and national planning implementation programs

The following ***policy*** determines Dakota County's objectives in the development of transitways within the County:

T.5 Transitway Development
Dakota County shall act as the lead agency for the conduct of feasibility studies and alternatives analyses for transitway projects within the County.

Fixed Route Transit and Paratransit Services

Transit service within Dakota County is generally categorized as regular route service or paratransit service. Regular route service includes those services that operate on a fixed route and schedule, and includes express service as well as flex service, which allows for some route deviation at a rider's request as a means to extend service coverage. Paratransit service provides specialized transportation to riders with needs that cannot be met with regular route service for reasons that often include accessibility or service parameters. These services are generally characterized by door-to-door trips that are pre-arranged through a reservation system. With the exception of contracted transportation services through its Community Service Division, Dakota County does not directly fund the operation of any transit service.

Transit Service Providers

Metro Transit - Fixed route service provider in Northern Dakota County, including Mendota Heights, Inver Grove Heights, West St. Paul, and South St. Paul. Metro Transit provides primarily local route service in this area, with several express routes in peak periods.

Minnesota Valley Transit Authority - Fixed route service provider for Burnsville, Eagan, Apple Valley, Rosemount and Lakeville. MVTA service consists of extensive express service, local routes, and specialized service including flex routing and reverse commute routes.

Northfield Transit - Dial-a-ride service operated by the city of Northfield for curb-to-curb trips within city limits. Trips are arranged through a reservation system.

Transit Link - Dial-a-ride service managed by the Metropolitan Council. Service is provided throughout Dakota County, with policies that emphasize providing access to existing fixed route service to complete trips whenever feasible.

Metro Mobility - Door-to-door paratransit service mandated by the Americans with Disabilities Act. Service eligibility is determined by physical or mental disability that prevents access to standard regular route service.

County-Contracted Transportation Services - Dakota County provides specialized transportation services through its Community Services Division. Trips are generally intended for important appointments related to the services that clients are receiving, such as doctor visits or job seeking, when no other mode of transportation is available. The

County contracts with the Community Action Council, and Neighbors, Inc. to operate the service; both agencies operate through the help of volunteer drivers.

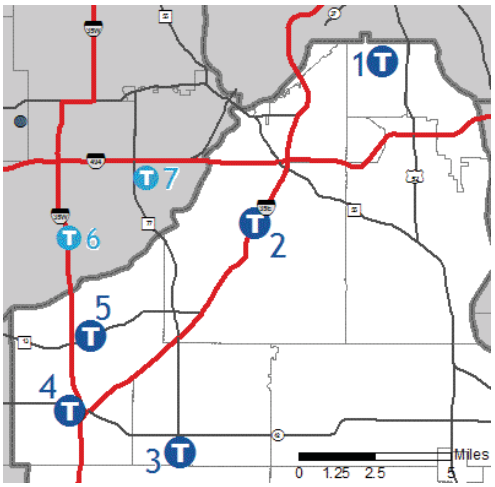


Figure 16

Transit Link Hubs for service in Dakota County:
1 – Signal Hills Transit Center
2 – Eagan Transit Center
3 – Apple Valley Transit Center
4 – Burnsville Shopping Center
5 – Burnsville Transit Center
6 – Bloomington South Transit Center
7 – Mall of America

The following ***strategies*** define Dakota County's objectives in advancing the availability and quality of transit service:

- **Collaborate With Transit Providers**
  Work with Metro Transit, Minnesota Valley Transit Authority, DARTS and other transit providers to improve strategies for transit.

- **Intermodal - Transfer Facilities**
  Participate in the development of intermodal transfer facilities; facilitate cooperation between transit providers and municipalities in identifying infrastructure considerations for maximizing the effectiveness of transfer facilities and other transit amenities.

- **Intermodal - Cooperation and Coordination**
  Participate with local agencies and transit advocacy groups in the study of possibilities for cooperation and coordination in community based transportation services.

- **Funding for Improved Services**
  Secure funding for improved service frequencies, service area coverage and infrastructure.

The following ***policies*** define Dakota County's objectives in advancing the availability and quality of transit service:

T.6 Improve Operating Conditions
Dakota County will identify and pursue feasible improvements to County highways through the Capital Improvement Program that can improve transit service quality and operating efficiency to provide an integrated intermodal system that will maximize the movement of people within Dakota County and the seven county Twin Cities region.

T.7 Coordinated Service Delivery

Dakota County will lead efforts to identify and implement organizational and operating efficiencies in the delivery of paratransit service and Community Services Transportation.

Transit Facilities

Transit facilities establish a tangible presence of transit service in a community. Facilities include stop amenities, roadway improvements for improved operations, maintenance and storage facilities, and supporting infrastructure for bicycle and pedestrian access. While operation and maintenance of these facilities is typically a responsibility of service providers, Dakota County has an active role in cooperating with regional agencies and transit service providers in the planning, finance, and development of these facilities. The following facility types have been established in Dakota County or are currently in development:

Apple Valley Transit Station

Transit Centers - Transit centers serve as multiple focal points for transit services, enabling riders to access service or transfer between routes. These facilities provide climate controlled waiting areas, parking spaces, restrooms, and transit information.

Apple Valley Transit Station -The Apple Valley Transit Station opened in January 2010. This station features 750 surface and structured spaces, indoor climate-controlled waiting, restrooms and transit information. Buses pick up and drop off on Cedar Avenue, with riders crossing from the southbound drop off via the pedestrian overpass to get back to their cars.

Burnsville Transit Station - The Burnsville Transit Station has been operational since 1995. The station has 1,300 parking spaces in a parking structure. Amenities include a climate-controlled indoor waiting area, restrooms, public telephones, ATM and vending machines, and bicycle racks and lockers. The Burnsville Bikeway Project provides 3.9 miles of paved paths connecting the station to other Burnsville and Dakota County bicycle and pedestrian trails.

Eagan Transit Station - With an initial phase completed in 1999, and a second phase completed in 2003, the Eagan Transit Station has 750 parking spaces for MVTA riders. Amenities include a number of retail tenants on site, providing services such as dry cleaning and hairstyling, a climate-controlled waiting area, restroom, public telephones, vending machines, and bicycle racks and lockers.

Cedar Grove Transit Station - The Cedar Grove Transit Station was completed in 2010 as part of the Urban Partnership Agreement program, which aims to reduce congestion

on the I-35W transitway from downtown Minneapolis south to Dakota County. This station includes a 150 space open-air park & ride lot, climate controlled waiting area, bicycle lockers, and restrooms. The station currently serves a primary transfer point between local routes, but is planned to have increasing amounts of express service as the Cedar Avenue Transitway is developed. The properties surrounding this station are targeted by the City of Eagan for multi-use, transit oriented development in the near future.

Park & Ride Facilities - These facilities typically have limited facilities and are oriented towards express service commuters. These facilities can include lots constructed solely for transit use, jointly used with a business or institution, or leased to a service provider by a private owner. The Metropolitan Council has forecast a growing need for park & ride facilities within Dakota County over the next several decades.

Transit Station/Park & Ride	Location	Use	Capacity
Eagan Transit Station	3470 Pilot Knob Road, Eagan	380	679
Blackhawk Park & Ride	4565 Blackhawk Road, Eagan	330	367
Cedar Grove Transit Station	4035 Nicols Road, Eagan	25	120
Palomino Park & Ride	7510 Palomino Drive, Apple Valley	297	312
Rosemount Community Center	13855 Robert Trail, Rosemount	6	75
157TH St. Station	15450 Cedar Avenue, Apple Valley	33	258
Apple Valley Transit Station	15450 Cedar Avenue S., Apple Valley	750	768
Kenrick Avenue Park & Ride	16775 Kenrick Avenue South, Lakeville	271	750
Lakeville-Cedar Park & Ride	18040 Cedar Avenue South	18	191
Heart of the City Park & Ride	126th St. and Pillsbury Avenue, Burnsville	99	370
Burnsville Transit Station	100 E. Highway 13, Burnsville	1305	1376
West Saint Paul Sports Complex	1650 Oakdale, West St. Paul	60	100
Faith United Methodist Church	1530 Oakdale, West St. Paul	7	100
Hastings Park & Ride	*Expected opening in 2011*		
Inver Grove Heights Park & Ride	*Construction and opening TBD*		

Source: Metropolitan Council

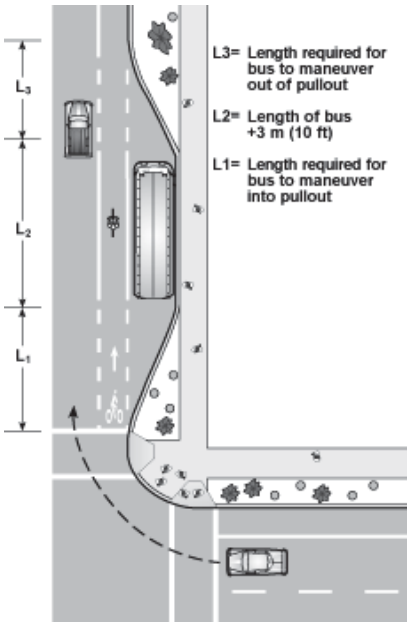
Table 8.

Metropolitan Council 2009 Park & Ride Demand Projections

Travel Corridor	2008 Utilization	2030 Demand	Funded Capacity	2030 Unmet Need
I-35W: South Metro	1,300	2,800	2,700	100
TH 77: South Metro	1,600	3,500	3,400	100
US 52/TH 55	1,000	2,100	1,700	400
I-35E: South Metro	400	900	600	300
Total	**4,300**	**9,300**	**8,400**	**900**

Table 9.

Transit Advantages – Transit Advantages is a term used by Mn/DOT and regional agencies to identify means of providing service efficiencies for transit on roads and highways in the Twin Cities Metropolitan area, including state and county highways within Dakota County. These advantages include strengthening road shoulders for bus use, providing park-and-ride lots and structures, and constructing high-occupancy vehicle lanes and ramp-meter bypasses. All of these facilities provide transit vehicles with time-saving opportunities over automobile travel and are used throughout the metropolitan area. Transit Advantages implementations include:



- Use of shoulder lanes for bus operations. Bus use of highway shoulders is intended to avoid

congestion in the mainline of traffic and, as such, is limited. Bus shoulder use is authorized by Minnesota Statute 169.306 which restricts use of shoulder lanes to when highway speeds drop below 35 mph, and speeds to a maximum of 35 mph, or 15 mph above highway speeds. Dakota County is involved in regional efforts to increase the amount of highway shoulders suitable for transit use.

- Use of high-occupancy vehicle lanes for bus operations. High occupancy vehicle lanes can improve travel times by allowing buses to avoid congestion. Dakota County currently has four lane-miles of HOV lane on I-35W. Future HOV lanes are planned to facilitate I-35W BRT operations using a center running shared bus and HOV lane.
- Ramp meter bypasses – Construction of ramp meter bypasses on 10 interchanges within Dakota County have allowed buses and high occupancy vehicles to skip ramp meter queues and reduce travel times. Currently, there are 10 freeway interchanges in Dakota County with ramp-meter bypasses (Table 3). According to Team Transit staff with the Minnesota Department of Transportation, there are no additional planned ramp meter bypasses in the region, including in Dakota County.

Ramp-Meter Bypasses

Travel Corridor	Location
I-35W	CSAH 32 (Cliff Road)
	TH 13
	CSAH 42
TH 77	TH 13
	CSAH 31 (Diffley Road)
	CSAH 32 (Cliff Road)
	Palomino Drive
I-35E	CSAH 32 (Cliff Road)
	CSAH 28 (Yankee Doodle Road)
	CSAH 26 (Lone Oak Road)

Maintenance and Storage - Maintenance and storage facilities for transit vehicles are a critical component of a large transit agency's capital program. These facilities provide security and shelter vehicles from the elements and can be a cost-effective means for agencies with large fleets of vehicles to ensure that their buses remain in good operating condition.

MVTA has two maintenance and storage facilities located in Eagan and Burnsville, and is currently in the design phase of a new maintenance facility to accommodate the additional vehicle required for service on the Cedar Avenue Transitway and other planned service expansions. DARTS has a maintenance facility in West St. Paul, where it provides maintenance on its vehicles and for specialized transit service providers on a contract basis. Metro Transit does not operate any maintenance and storage facilities within the County.

Transit Station/Stop Amenities – Facilities that provide safe and convenient access to transit service at established stops and stations are essential for maximizing ridership potential and meeting Dakota County's goal for expanding transit options. Dakota County is able to implement improvements along County highways that can improve access to transit services as well as the overall convenience of transit as a viable travel mode.

In the development and upkeep of both highways and transitways, Dakota County has the ability to include or expand facilities for pedestrians, bicycles, and automobiles to provide improved connections to all surrounding land uses from access points to transit service. Consideration to these improvements should extend out from existing facilities based on feasible maximum travel distances for a particular mode; federal policies consider pedestrian access improvements within one-half mile and bicycle access improvements within three miles of planned transitway facilities for funding through federal transit capital investment programs.

The following ***strategies*** define Dakota County's objectives in developing facilities for the use and operation of transit service:

- **Intermodal Transfer Facilities**
  Participate in the development of intermodal transfer facilities; facilitate cooperation between transit providers and municipalities in identifying infrastructure considerations for maximizing the effectiveness of transfer facilities and other transit amenities.

- **Maintenance and Storage Facilities**
  Cooperate with service providers within Dakota County to assess fleet maintenance needs and appropriate expansion of facilities; identify opportunities for shared maintenance and other efficiencies among service providers that can lower the costs of transit services.

- **Signage**
  Assist cities and service operators with the development and placement of signage to aid in intermodal access to transit services.

- **Pedestrian and Bicycle Access**
  Prioritize construction and maintenance of sidewalk and trails on both sides of County Roads within one-half mile of transit stations to maximize accessibility to service.

- **Shelters**
  Cooperate with cities and service operators to identify high volume stops where shelters may be effectively placed.

The following ***policies*** define Dakota County's objectives in developing facilities for the use and operation of transit service:

T.8 Account for Evolving Transit Facility Needs

Dakota County will identify transit facilities that can effectively provide convenient access to transit users and meet service providers' needs for vehicle maintenance and efficient operation as a component of established regional and national transitway planning processes and through regional service planning efforts led by the Metropolitan Council and through the development of the Transportation CIP.

T.9 Pull-outs

Dakota County will identify and pursue opportunities to include bus pull-outs as part of ongoing construction and maintenance projects or through the Capital Improvement Program where they may benefit both transit and automobile operations.

Meeting Transit Needs of Transit Dependent Populations

The transit system should adequately serve the needs of the transit dependent population. The transit dependent population includes the elderly, low-income families, households without a vehicle, youths, and the physically/mentally challenged. The census defines the elderly population as 55 years of age and older, youths 18 years of age and under, and low-income individuals as those with incomes at or below 200 percent of poverty level. Ongoing weakness in the local and national economy along with generally rising oil prices may increase the number of transit dependent persons living in or traveling to Dakota County in the coming years.

Fixed-route transit services within Dakota County generally do not provide a level of service that is adequate for the needs of transit dependent persons, in terms of both geographic coverage and service frequency throughout the day. A number of the services described above aim to fill these gaps for residents who are in the greatest need for transit service, particularly for clients of Dakota County's Community Service Division.

The following ***strategies*** define actions Dakota County should pursue in improving services for transit dependent populations within the County:

- **Transportation**
  Link to and utilize available regional resources.

- **Stakeholders**
  Engage stakeholders that have representation of transit dependent populations to identify and facilitate needs for transit service and amenities.

- **Expand Service Parameters**
  Expand service parameters for qualified transportation dependent citizens through the County's Community Services Division.

The following ***policy*** supports efforts to meet the transportation needs of transit dependent populations within Dakota County:

T.10 Meet the Transit Needs of the Transit Dependent Population
Dakota County will cooperate with relevant agencies and stakeholders to identify and advance: a) provisions of better transit coverage and frequency of service; b) addition of new routes with high concentrations of transit dependent people; and c) improvement of the level of service for specialized transportation in exurban areas.

Regional Cooperation

Many efforts to develop transit service and infrastructure are best undertaken through a regional approach to match the scale of the issues faced and to employ the most appropriate solutions. Dakota County participates in regional efforts that consider and implement regional solutions to improve the responsiveness and efficiency of transit services.

Mobility Management and Transportation Service Coordination

The use of transportation services for a growing number of Dakota County residents has become a necessity as the number of transit dependent residents and workers grows, and prevalent land-use patterns negatively affects access to employment, housing, government services, and medical facilities. As a result, providers of essential services geared towards elderly, low income, disabled and other transit dependent populations struggle to connect their clients to services and housing that they are able to access. Local agencies and transit service operators face a major challenge in finding feasible solutions to the population's changing needs in the most efficient manner possible.

Current County Commitment to Specialized Transportation

Dakota County is responsible for providing transportation to clients of its Community Services Division to necessary appointments when no other means of transportation is available to a client. Total transportation costs for the Division in 2009 totaled $1.03 million; included in this amount are staff reimbursements, contracted door-to-door transportation services, and bus pass purchases.

Mobility Management

While traditional fixed-route transit service will continue as the backbone of public transportation systems, demographic shifts, changing job markets, and suburban and exurban land use patterns require new approaches if transit is to remain a vital part of solving passenger transportation needs. These growing needs have prompted the County to explore internal and region-wide options for more efficient service delivery that is best geared towards existing needs. The adoption of mobility management techniques, market based service planning, and technological enhancements will become necessary to achieve a flexible system that can maximize existing resources.

Mobility management is an approach to service development and management that focuses on individualized customer markets and involves establishing services tailored to the needs of those markets. It also entails a responsibility for establishing a coordinated service delivery network among transit service providers to achieve connectivity for customers and efficiency for taxpayers through maximizing existing resources and programs; potential actions could include shared facilities, operations, and coordinated service policies. Finally, mobility management encompasses the design and management of the transportation infrastructure so the services developed can perform effectively and efficiently.

The scope of both transportation problems and their potential solutions may require mobility management efforts that extend beyond Dakota County and cooperation with other agencies for the most effective implementation. The Minnesota Department of Transportation and the Metropolitan Council play significant roles in funding for transit equipment. The Minnesota Department of Transportation recently completed the "Minnesota Coordination Action Plan: Towards a Coordination Framework for the Minneapolis/Saint Paul Metro Area", which identifies obstacles and potential remedies for increasing coordination in the region that apply directly to Dakota County.

Recommended actions include coordinating service provider policies to maximize geographic coverage and avoid duplicated services, and increasing awareness of both the availability of

Thrive MSP 2040

TRANSPORTATION POLICY PLAN

2040

Connecting Communities, Fostering Regional Prosperity.

Thrive MSP 2040

ONE VISION, ONE METROPOLITAN REGION

2040

TRANSPORTATION POLICY PLAN

The *2040 Transportation Policy Plan* presents the region's policies and plans to guide the development of the region's transportation system. It carries forward the vision of *Thrive MSP 2040* for growth and development of the Twin Cities region toward economic success and vibrancy in the decades to come.

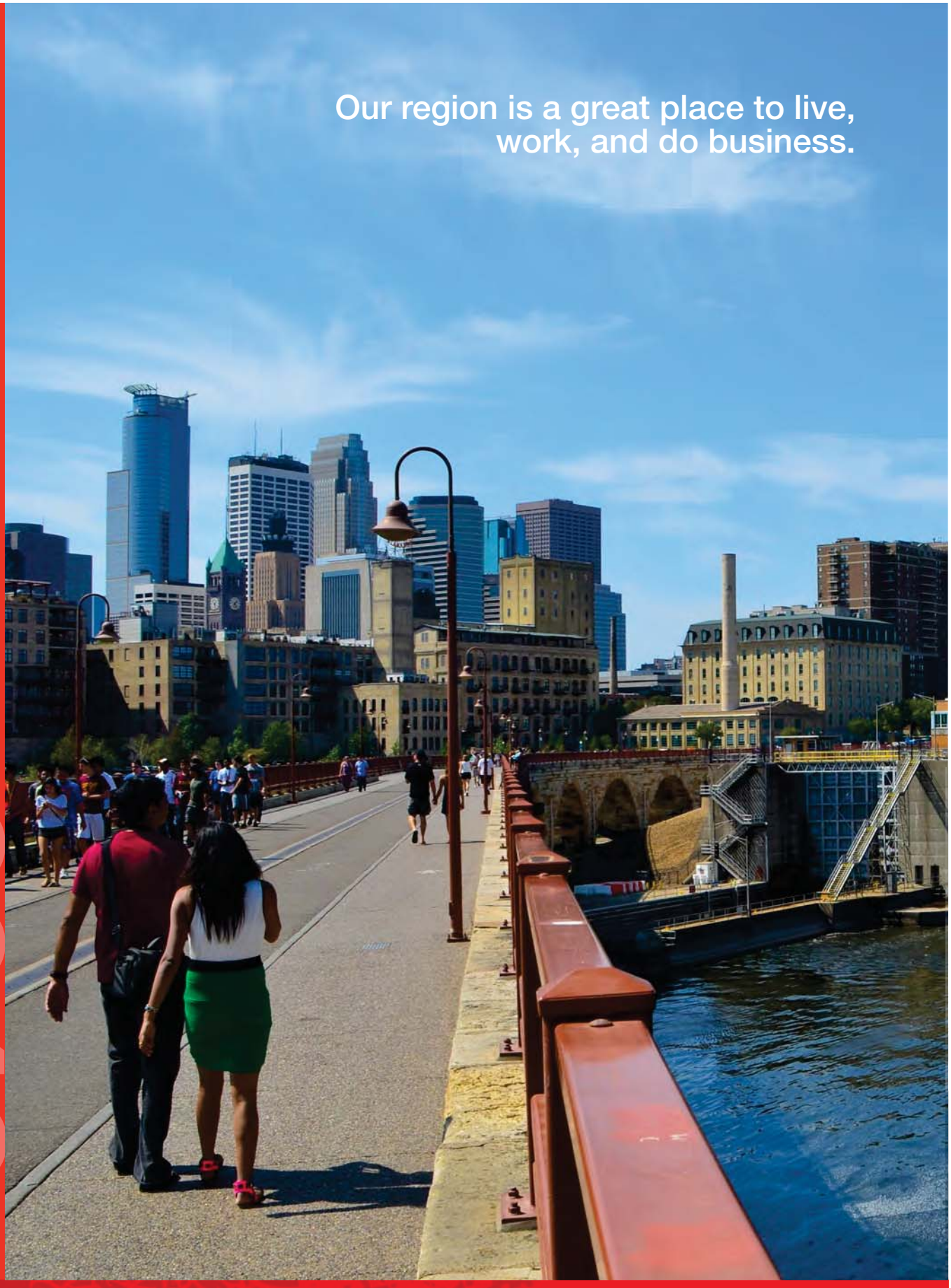
CONTENTS

2040 Transportation Policy Plan Chapters

Figures / Maps

Tables


metrotransit.org
TICKETS



2040

Thrive MSP 2040

TRANSPORTATION POLICY PLAN

Chapter 2: Transportation Strategies

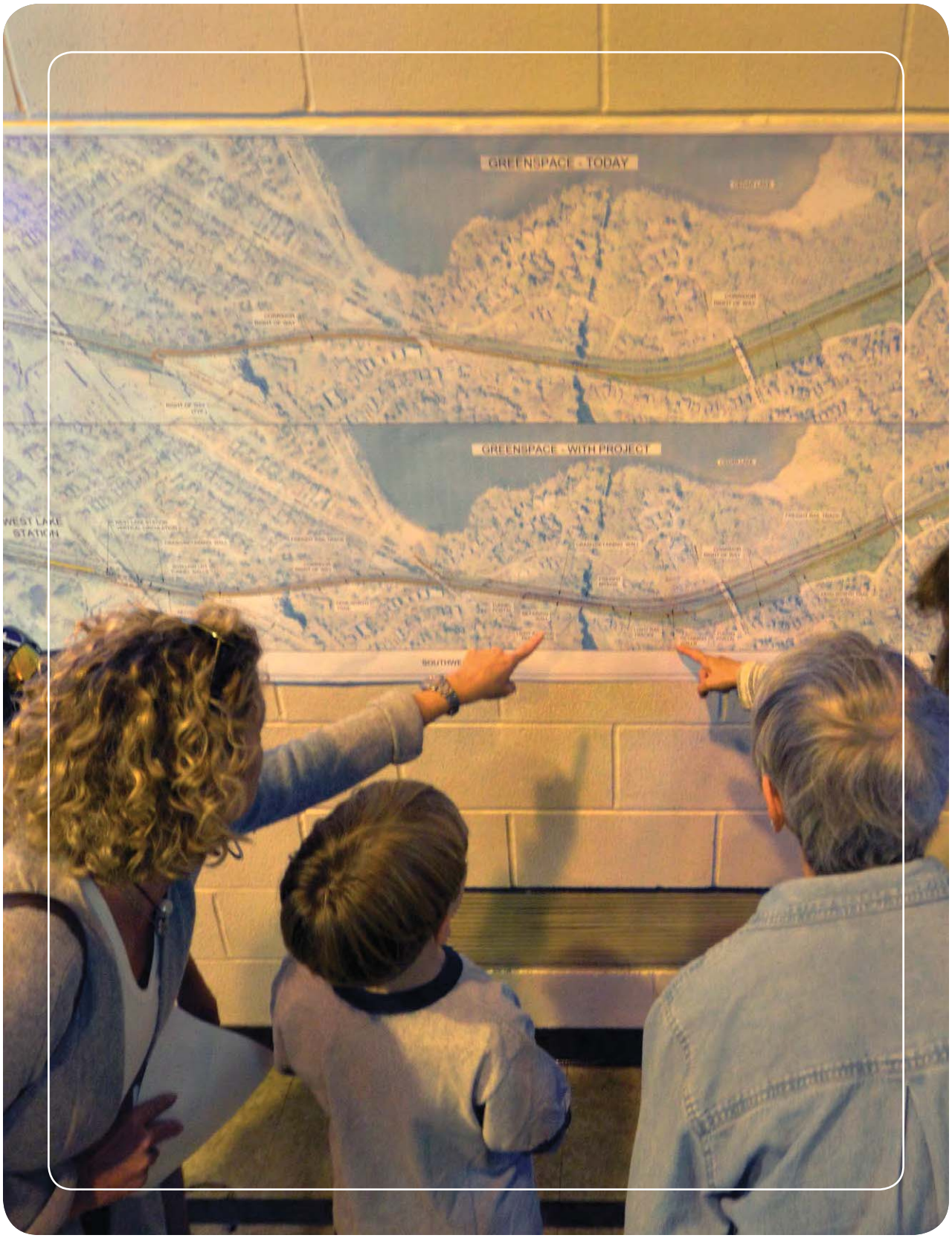
2040

TRANSPORTATION POLICY PLAN

Chapter 2: Transportation Policy Plan Strategies

CONTENTS

2.3



Transportation Policy Plan Strategies

Current federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), mandates a streamlined and performance-based process for transportation planning, implementation, and assessment that shows how it will meet national transportation goals. National goals include:

- Increasing safety
- Maintaining infrastructure in a state of good repair
- Reducing congestion
- Improving efficiency and reliability
- Creating environmental sustainability, and
- Reducing project delays.

The legislation also requires metropolitan regions to use a performance-based planning process when identifying how transportation funds will be allocated and to assess progress towards meeting national and regional goals.

This Transportation Policy Plan responds to this mandate in its regional transportation goals and objectives that address and go beyond federal goals to align with the region's new metropolitan development guide, *Thrive MSP 2040*. Regional transportation goals and objectives are summarized in the Overview, "Transportation for a Thriving Region". This section elaborates on those strategies that address how the region will make progress toward achieving the transportation goals and objectives. The strategies identify specific actions, along with responsible actors, that will be taken to help achieve the region's transportation goals.

2.5

While the goals and objectives are new to this Transportation Policy Plan, many of the strategies are not entirely new; they represent re-ordered content from the *2030 Transportation Policy Plan*. A large number of these strategies have existed in some form for the past several versions of the plan, although some have been combined or re-phrased to better fit the new format of this plan. As a result, the Council and its regional transportation partners have been advancing the work described in many of them for years. The strategies are organized under a specific transportation goal, but in many instances, a strategy may work toward achieving multiple transportation goals. The term "regional transportation partners" is frequently used in the strategies to broadly include all public entities within the region with responsibility for planning, implementing or maintaining the transportation system including the Council, MnDOT, counties, cities, townships, transit providers, airport sponsors and others.

Supportive local actions indicate how local governments, primarily cities, might have a role in supporting the strategy at the local level. Generally, the supportive local actions are meant to be advisory – indicating best practices or implementation methods that might be used to support the strategy. Most of the strategies in the section "Leverage Transportation Investments to Guide Land Use strategies" supportive local actions are already focused on local government actions, providing guidance for the development of local comprehensive plans and local transportation system planning.

The actions in these strategies reflect statutory requirements, positive actions, and best practices that advance the transportation system goals and objectives of the Transportation Policy Plan and help meet the federal requirements for a regional performance-based plan. Some of the strategies state that actors "will" do something, and others suggest that actors "should" do something. "Will" statements are positive actions that support the work of the Council and its partners in developing and implementing an effective regional transportation system. "Should" statements are recommendations directed primarily to local governments regarding their own investment and land use decisions. These strategies are provided as best practices or suggestions to guide local planning priorities and considerations. Only one strategy (F1) is a "must" statement, reflecting the statutory authority of the Council to review the transportation elements of local comprehensive plans.

The following matrix includes the full list of goals, objectives and associated strategies.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
A. Transportation System Stewardship *Goal Statement* *Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.*	• Efficiently preserve and maintain the regional transportation system in a state of good repair. • Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations	A1. Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.
		A2. Regional transportation partners should regularly review planned preservation and maintenance projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, transit, bicycle, and pedestrian facilities.
		A3. The Council and regional transit providers will use regional transit design guidelines and performance standards, as appropriate based on Transit Market Areas, to manage the transit network, to respond to demand, and balance performance and geographic coverage.
		A4. Airport sponsors will prepare a long-term comprehensive plan (LTCP) for each airport every five years and submit it to the Metropolitan Council for review to ensure that plans for preservation, management and improvement of infrastructure at each airport are consistent with the regional aviation system plan.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
B. Safety and Security *Goal Statement* *The regional transportation system is safe and secure for all users.*	• Reduce crashes and improve safety and security for all modes of passenger travel and freight transport. • Reduce the transportation system's vulnerability to natural and man-made incidents and threats.	B1. Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.
		B2. Regional transportation partners should work with local, state, and federal public safety officials, including emergency responders, to protect and strengthen the role of the regional transportation system in providing security and effective emergency response to serious incidents and threats.
		B3. Regional transportation partners should monitor and routinely analyze safety and security data by mode and severity to identify priorities and progress.
		B4. Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.
		B5. The Council and regional transit providers will provide transit police services and coordinate with public safety agencies to provide a collaborative approach to safety and security.
		B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.
		B7. Airport sponsors and air service providers will provide facilities that are safe, secure and technologically current.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
C. Access to Destinations *Goal Statement* *People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.*	• Increase the availability of multimodal travel options, especially in congested highway corridors. • Increase travel time reliability and predictability for travel on highway and transit systems. • Ensure access to freight terminals such as river ports, airports, and intermodal rail yards. • Increase transit ridership and the share of trips taken using transit, bicycling and walking. • Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.	C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.
		C2. Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.
		C3. The Council, working with MnDOT through their Enhancing Financial Effectiveness (EFE) efforts, and other relevant jurisdictions, will continue to maintain a Congestion Management Process for the region's principal arterials to meet federal requirements. The Congestion Management Process will incorporate and coordinate the various activities of MnDOT, transit providers, counties, cities and transportation management organizations to increase the multimodal efficiency and people-moving capacity of the National Highway System.
		C4. Regional transportation partners will promote multimodal travel options and alternatives to single-occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.
		C5. The Council will work with MnDOT and local governments to implement a system of MnPASS lanes and transit advantages that support fast, reliable alternatives to single-occupancy vehicle travel in congested highway corridors.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		C6. The Council will support an interagency approach to preserving right-of-way for future transportation projects that are consistent with the Transportation Policy Plan.
		C7. Regional transportation partners will manage and optimize the performance of the principal arterial system as measured by person throughput.
		C8. Regional transportation partners will prioritize all regional highway capital investments based on a project's expected contributions to achieving the outcomes, goals, and objectives identified in *Thrive MSP 2040* and the Transportation Policy Plan.
		C9. The Council will support investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the principal arterial system and support access to the region's job, activity, and industrial and manufacturing concentrations.
		C10. Regional transportation partners will manage access to principal and A-minor arterials to preserve and enhance their safety and capacity. The Council will work with MnDOT to review interchange requests for the principal arterial system.
		C11. The Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, to meet growing demand, improve the customer experience, improve access to destinations, and maximize the efficiency of investments.
		C12. Regional transportation partners will invest in an expanded network of transitways that includes but is not limited to bus rapid transit, light rail, and commuter rail. Transitway investments will be prioritized based on factors that measure a project's expected contributions to achieving the outcomes, goals, and objectives identified in *Thrive MSP 2040* and the Transportation Policy Plan.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		C13. The Council will provide paratransit service complementary to the region's regular route transit system for individuals who are certified by the Council under the Americans with Disabilities Act (ADA).
		C14. The Council and regional transit providers will provide coordinated transit options, including general public dial-a-ride and vanpool subsidies, in areas of the region not served by regular-route transit. Service levels for these options will be based on available resources and needs.
		C15. Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network.
		C16. Regional transportation partners should fund projects that provide for bicycle and pedestrian travel across or around physical barriers and/or improve continuity between jurisdictions.
		C17. Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.
		C18. The Council, MnDOT, regional railroad authorities, and railroad companies will pursue short- and long-term improvements to accommodate future freight and passenger rail demand.
		C19. The Council and MnDOT should work together with cities and counties to provide efficient connections from major freight terminals and facilities to the regional highway system, including the federally designated Primary Freight Network.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		C20. The Council and airport sponsors will maintain a system of reliever airports to augment the Minneapolis-Saint Paul International Airport that are accessible within reasonable travel times from all parts of the metropolitan area.
D. Competitive Economy *Goal Statement* *The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.*	• Improve multimodal access to regional job concentrations identified in *Thrive MSP 2040*. • Invest in a multimodal transportation system to attract and retain businesses and residents. • Support the region's economic competitiveness through the efficient movement of freight.	D1. The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users.
		D2. The Council will coordinate with other agencies planning and pursuing transportation investments that strengthen connections to other regions in Minnesota and the Upper Midwest, the nation, and world including intercity bus and passenger rail, highway corridors, air service, and freight infrastructure.
		D3. The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors.
		D4. The Council, MnDOT, and local governments will invest in a transportation system that provides travel conditions that compete well with peer metropolitan areas.
		D5. The Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight and identify cost-effective mitigation.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		D6. The Council, Metropolitan Airports Commission, MnDOT, and other agencies will work together to maintain a strong regional airport system, including maintaining the Minneapolis-Saint Paul International Airport as a major national and international passenger hub and reliever airports that serve business travel.
		D7. The Metropolitan Airports Commission should periodically update its airport economic impact studies and commercial air-service competition plan to determine facility and service improvements needed at the region's airports to foster a competitive regional economy.
E. Healthy Environment *Goal Statement* *The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.*	• Reduce transportation-related air emissions. • Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments. • Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.	E1. Regional transportation partners recognize the role of transportation choices in reducing emissions and will support state and regional goals for reducing greenhouse gas and air pollutant emissions. The Council will provide information and technical assistance to local governments in measuring and reducing transportation-related emissions.
		E2. The Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments.
		E3. Regional transportation partners will 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 communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
	• Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations.	E4. Regional transportation partners will protect, enhance and mitigate impacts on natural resources when planning, constructing, and operating transportation systems. This will include management of air and water quality and identification of priority natural resources through the Natural Resources Inventory developed by the Council and Minnesota Department of Natural Resources.
		E5. Transportation partners will protect, enhance and mitigate impacts on the cultural and built environments when planning, constructing, and operating transportation systems.
		E6. Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision making.
		E7. Regional transportation partners will avoid, minimize and mitigate disproportionately high and adverse impacts of transportation projects to the region's historically underrepresented communities, including communities of color, low-income communities, and those with disabilities.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
F. Leveraging Transportation Investments to Guide Land Use *Goal Statement* *The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.*	• Focus regional growth in areas that support the full range of multimodal travel. • Maintain adequate highway, riverfront, and rail-accessible land to meet existing and future demand for freight movement. • Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. • Encourage communities, businesses and aviation interests to collaborate on limiting incompatible land uses that would limit the use of the region's airports.	F1. Local governments within the seven-county metropolitan area must prepare comprehensive plans that conform to the Transportation Policy Plan and should recognize the land use and transportation opportunities and challenges that correspond to *Thrive MSP 2040* planning areas. Local governments within the Metropolitan Urban Service Area should plan for their projected growth and stage their transportation infrastructure to accommodate the needs of that growth. Local governments in the Rural Service Area should plan for transportation systems and land use patterns that are compatible with the protection of agricultural uses and the need for future sewered development.
		F2. Local governments should 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.
		F3. Metropolitan Council, MnDOT, and local governments will plan, build, operate, maintain, and rebuild an adequate system of interconnected highways and local roads.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		F4. Local governments will identify opportunities for and adopt guiding land use policies that support future growth around transit stations and near high-frequency transit service. The Council will work with local governments in this effort by providing technical assistance and coordinating the implementation of transit-oriented development. The Council will also prioritize investments in transit expansion in areas where infrastructure and development patterns to support a successful transit system are either in place or committed to in the planning or development process.
		F5. Local governments should lead planning efforts for land use in transit-oriented station areas, small-areas, or corridors, with the support of the Council and other stakeholders.
		F6. Local governments should adopt policies, develop partnerships, identify resources, and consider regulatory tools to support and specifically address the opportunities and challenges related to creating walkable, bikeable, transit-friendly places.
		F7. Local governments should include bicycle and pedestrian elements in local comprehensive plans.
		F8. Local governments should adopt comprehensive plans that include policies emphasizing identifying and improving roads best suited for carrying trucks while minimizing impacts such as noise and traffic to sensitive land uses.
		F9. Local governments should balance the needs of industrial, residential and recreational users when planning and implementing land uses along the navigable portions of the Mississippi River system to ensure sufficient access for existing and future barge transportation needs.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		F10. Local governments should consider the role of railroads in promoting economic activity and identify an adequate supply of land in their comprehensive plans to meet existing and future demand for industrial uses requiring rail access.
		F11. Local governments located near all of the region's airports should address land use compatibility and air safety requirements in their comprehensive plans.
		F12. Communities affected by aircraft noise should incorporate the Land Use Compatibility Guidelines for Aircraft Noise into their local comprehensive plans and ordinances.
		F13. Local governments should minimize potential general airspace hazards by adopting federal and state regulations regarding airspace and notifying potential developers of the need to submit FAA form 7460-1 regarding structure height near an airport.

A. Transportation System Stewardship

Goal:

Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Objectives:

A. Efficiently preserve and maintain the regional transportation system in a state of good repair.

B. Operate the regional transportation system to efficiently and cost-effectively move people and freight.

Strategies:

A1. Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.

The regional transportation system represents an enormous public investment that is essential to our economy and quality of life. Protecting this investment means maintaining the entire system in a state of good repair. Doing so ensures that infrastructure and all facilities and equipment function well for their entire design life and minimize costs over their life cycle.

The federal legislation Moving Ahead for Progress in the 21st Century Act (MAP-21) also recognized the importance of maintaining the existing transportation system. One of the seven national goals on which the federal-aid highway program should focus is infrastructure condition. In that area the national goal is to maintain the highway infrastructure asset system in a state of good repair. The USDOT will develop measures by which states can assess the condition of pavements on the Interstate highways and National Highway System and the condition of bridges on the National Highway System. These measures are scheduled to be released in the second quarter of 2015. Collecting data is important to the efficient preservation, maintenance and operation of all modes and allows for making strategic and timely investments. For example, deferring pavement maintenance can result in higher long-term needed investment in the pavement.

Preserving and maintainting the roadway system applies to bridges and roadway pavement, on-street bicycle facilities and adjacent trails within roadway rights-of-way, as well as all roadside infrastructure such as lighting, traffic signals, noise walls, and drainage systems.

Preserving and maintaining the transit system includes maintaining and replacing vehicles and equipment at consistent intervals, preserving the function and positive customer experience at customer facilities, and maintaining efficient support facilities.

Airport-related investments by public and private sectors in the region should focus on continued development of Minneapolis-Saint Paul International Airport as a major national and international hub. Investments should maximize the operational effectiveness and value of aviation services and airport infrastructure. For regional airports, airport sponsors should maintain and enhance existing facilities to their maximum capability before investing in new facilities.

Supportive local actions:

- Cooperate with MnDOT, regional transit providers, and regional parks implementing agencies in maintaining and operating shared and multimodal transportation facilities, including setting priorities for snow, ice and debris removal.

A2. Regional transportation partners should regularly review planned preservation and maintenance projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, transit, bicycle, and pedestrian facilities.

MnDOT should continue to regularly review highway maintenance and reconstruction projects to identify opportunities to integrate safety and lower-cost highway congestion management and mitigation. A similar approach should be used by cities and counties as they undertake local highway projects.

Regional transit providers should review preservation and maintenance projects to identify opportunities to improve the transit system and its integration with other systems. In addition, technology and design improvements in transit systems can be incorporated into maintenance, preservation, or replacement projects to provide a better customer experience or more efficient system.

Airport sponsors and air-service providers should establish airport business plans and agreements to deliver high-quality services at affordable prices to users. Airport sponsors should operate within a long-term financial plan that stresses maximizing non-regional funding sources to avoid or minimize financial impacts on regional taxpayers and maintaining a high bond rating for aviation improvements.

Supportive local actions:

- Plan and implement bicycle and pedestrian improvements as part of roadway projects. Where these travel options are needed and can be safely provided, this approach can take advantage of cost-effective opportunities to provide for pedestrian sidewalks or trails, on-street bicycle lanes, signage, improved signal timing and other improvements.

Coordinate preservation and maintenance projects with MnDOT, regional transit providers and other affected local governments when locally planned projects affect their systems.

A3. The Council and regional transit providers will use regional transit design guidelines and performance standards, as appropriate based on Transit Market Areas, to manage the transit network, to respond to demand, and balance performance and geographic coverage.

The Council and regional transit providers will look for opportunities to reinvest resources from underperforming routes and areas to those routes meeting regional transit performance standards and demonstrating demand for additional investment. When managing the transit system, the Council and regional transit providers will consider input from local communities, existing and potential riders, and the business community, and also consider the impacts and benefits to low-income groups and people of color.

The Council and regional transit providers will also look for opportunities to improve the performance of the transit system and adapt to current conditions by managing routes to meet regional transit performance standards. As the transit system continues to expand, new and improved routes and services will also be evaluated against regional transit performance standards. Transit design guidelines and performance standards are included in Appendix G.

Supportive local actions:

- Work with transit providers to identify route changes that will better suit community needs.

A4. Airport sponsors will prepare a long-term comprehensive plan (LTCP) for each airport every five years and submit it to the Metropolitan Council for review to ensure that plans for preservation, management and improvement of infrastructure at each airport are consistent with the regional aviation system plan.

Regional aviation facilities are under various types of public and private ownership. The scope, application and content of a long-term comprehensive plan is defined for different sponsors in Appendix K. If a substantial change to the approved plan is deemed necessary and cannot be addressed as part of the regular update, the long-term comprehensive plan should be amended.

B. Safety and Security

Goal:

The regional transportation system is safe and secure for all users.

Objectives:

A. Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

B. Reduce the transportation system's vulnerability to natural and man-made incidents and threats.

Strategies:

B1. Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.

Crashes resulting in fatal and serious injury are the major highway safety concern. The state and counties have done much work on this issue in recent years, producing the Minnesota Strategic Highway Safety Plan (MSHSP) and county highway safety plans. These resources should be considered in developing roadway improvements.

The major transit safety concerns include addressing accidents involving transit vehicles, especially light rail and commuter rail trains. Providing safe crossing of rail transit facilities is important in designing rail systems. Regional transit providers will emphasize improvements to areas with high vehicle crash rates. Additional details on transit security are discussed in Strategy B5.

As the most vulnerable users of the transportation system, pedestrians and bicyclists should be included in roadway and transit planning and project development. Additional information on improving safety for pedestrians and bicyclists is included in Strategy B6.

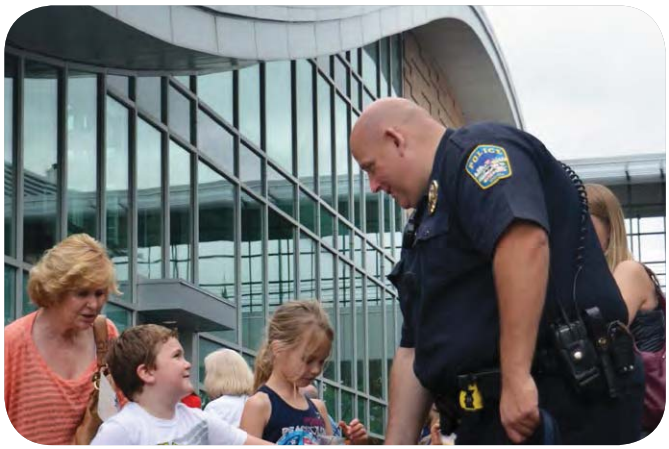
Safety is the number one priority in planning and developing aviation facilities and services. While the Federal Aviation Administration is responsible for safety of the airspace, all levels of government should work together to ensure that only appropriate land uses are allowed in runway approach areas.

Supportive local actions:

- Address safety and security considerations in planning and implementing the local transportation system.
- Adopt local ordinances controlling all tall structures 250 feet or more to minimize potential general airspace hazards.

B2. Regional transportation partners should work with local, state, and federal public safety officials, including emergency responders, to protect and strengthen the role of the regional transportation system in providing security and effective emergency response to serious incidents and threats.

Regional transportation partners should consider security needs as contained in federal directives when planning, constructing and operating facilities for all modes of transportation.



The region's highways are crucial when responding to emergencies involving fire, ambulance, disaster, and evacuation. Principal and minor arterials provide valuable alternate routes as essential redundancy for responding to emergencies. For example, I- 94, I-694 and Trunk Highways 280 and 100 provided critical highway and bus transit capacity during the I-35W bridge collapse and reconstruction.

Regional transit providers can also play an important role in emergency response, such as moving people away from a dangerous situation or area and providing safe shelter in transit vehicles or major customer facilities.

Supportive local actions:

- Participate in multi-agency efforts to plan and prepare for transportation emergency response.

B3. Regional transportation partners should monitor and routinely analyze safety and security data by mode and severity to identify priorities and progress.

The State of Minnesota – MnDOT, Department of Public Safety, and Department of Health – regional transit providers, counties, and cities are doing important work in identifying, prioritizing, and addressing traffic and transit safety issues. The Council will continue to support these traffic and transit safety efforts, including direction provided in the Minnesota Strategic Highway Safety Plan, county highway safety plans, county transportation plans, local comprehensive plans, and regional transit provider operations. The Council will initiate a new effort to translate the data and many efforts into safety priorities that address the highest needs for all modes for the metropolitan area. Transit providers will monitor the state of good repair for facilities and other investments to ensure safety for passengers, operators, and other staff.

Supportive local actions:

- Maintain, monitor, and routinely analyze local safety and security data to identify priorities for investment and coordinate this data with regional efforts.

B4. Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.

While engineering and emergency response are important for highway safety, other important areas include education, enforcement and legislation. Efforts in these areas are typically led by agencies whose jurisdiction extends beyond transportation, but transportation entities can be important partners in these efforts. The Department of Public Safety leads state education efforts focused on giving drivers information they need to avoid hazardous driving practices and choose responsible behavior. Enforcement efforts focus on ensuring compliance with traffic laws to change driver behavior and reduce unsafe driving practices. In recent years, key highway safety education, enforcement, and legislative efforts have focused on aggressive driving, distracted driving, speeding, impaired driving, reducing the number of people traveling without seatbelts or appropriate car seats, and motorcycle driver training.

In addition to general traffic safety, local and state agencies are encouraged to coordinate with state safety efforts to educate the public in the proper use of sidewalks and crosswalks by pedestrians and proper use of shared lanes, bicycle lanes and trails by bicyclists. These safety programs include the "Safe Routes to School" programs that promote bicycling and walking safety for school students. Programs should educate motorists regarding bicycle and pedestrian roadway and trail crossing laws (including intersection and mid-block crossings), how to safely interact with bicyclists riding legally in the roadway, and to be aware of pedestrians and bicyclists.

B5. The Council and regional transit providers will provide transit police services and coordinate with public safety agencies to provide a collaborative approach to safety and security.

The transit system employs and carries large numbers of people and can be both an important system in responding to threats, and a target for serious threats. An important emphasis for the transit system is responding to safety and security concerns in a timely manner. The transit system covers a large geographic area, and many jurisdictions and incidents often occur on moving vehicles. This requires significant coordination between transit providers and public safety agencies. Most of the transit system is supported by Metro Transit Police, which is dedicated to providing police services to transit safety and security. In addition to Metro Transit

Police, all regional transit providers coordinate with local public safety agencies, ensuring a safe and secure environment in and around the transit system.

The transit system also has security systems to monitor possible threats to people on and around transit vehicles and facilities. This system will continue to play an important role in improving the real and the perceived safety and security for transit employees and customers.

Supportive local actions:

- Coordinate local public safety agencies with regional transit providers to respond to incidents on the regional transit system.
- Use local public events as an opportunity to educate residents about potential security threats and natural disaster response procedures.

B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Many best practice guidelines for planning and design are available for improving bicycling and walking safety and general experience. Some of the more pertinent guides include:

- Minnesota's Best Practices for Pedestrian/Bicycle Safety (MnDOT, 2013)
- Best Practices Synthesis and Guidance in At-Grade Trail-Crossing Treatments (MnDOT, 2013)
- Guide for the Development of Bicycle Facilities, 4th ed. (American Association of State Highway Transportation Officials, 2012)
- Urban Street Design Guide (National Association of City Transportation Officials, 2013)

Intersections and pedestrian crossings (including intersection crossings, mid-block crossings, and trail crossings) pose key issues for drivers, bicyclists, and pedestrians. Safe rail crossings are particularly important for transit customers at light rail and commuter rail stops, since these are some of the busiest crossing points in the region. Transit providers and local governments should work together to design and provide effective and safe crossings, and to discourage bike and pedestrian crossings at unauthorized locations.

Supportive local actions:

- Coordinate with Metro Transit and other rail providers to improve safe crossings of rail facilities.
- Incorporate bicycle and pedestrian facilities in local plans.
- Use best practices to enhance bicycle and pedestrian safety.

B7. Airport sponsors and air service providers will provide facilities that are safe, secure and technologically current.

The regional aviation system is essential to the regional economy and should be developed, operated, and maintained to appropriate standards, to include making necessary improvements to the air traffic control system. Airport sponsors should provide facilities that are safe and secure, affordable, and technologically current for all facets of the aviation industry.

C. Access to Destinations

Goal:

People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objectives:

A. Increase the availability of multimodal travel options, especially in congested highway corridors.

B. Increase travel time reliability and predictability for travel on highway and transit systems.

C. Ensure access to freight terminals such as river ports, airports, and intermodal rail yards.

D. Increase transit ridership and the share of trips taken using transit, bicycling and walking.

E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

Strategies:

C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

Planning and design of highway and street corridors must continue to incorporate and improve the safety and mobility needs of all users, including trucks, buses, trains, pedestrians and people riding bicycles. The region and state have been pioneers in highway system management to increase multimodal efficiency. These efforts must be continued and expanded in the future. MnDOT, counties, and cities should provide advantages for transit on highways and streets, including bus-only shoulders, transit stations, bus bump-outs, transit signal priority, and ramp meter bypasses. MnDOT, counties, cities, and transit providers should provide facilities for people to safely walk or bike across highways, streets, and other major barriers in urban, suburban, and rural areas, especially on bridges.

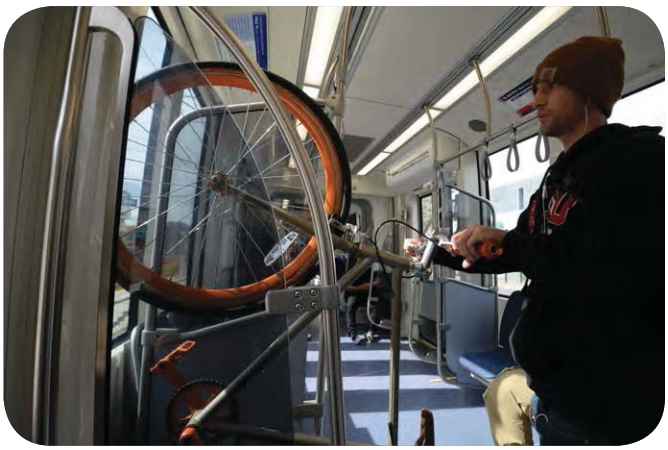
MnDOT, counties, cities, and transit providers should also provide for people of all ages and levels of mobility to safely walk or bike on most highways and streets in the region (see Strategy C2 below). The needs of bicyclists and pedestrians must be addressed when roadway bridges are built or rebuilt.

A strong bicycle and pedestrian system is essential to provide valuable connections to the regional transit system and improve mobility for people with disabilities. Since the experience of transit customers generally starts with walking, improvements to the pedestrian environment are essential to transit. This includes providing facilities but also considering the other elements of design and urban form that contribute to a good pedestrian experience.

Supportive local actions:

- In local comprehensive plans, coordinate the local transportation element for streets, pedestrian and bicycle facilities with county, regional, state agencies and adjacent communities.
- Continue to implement universal accessibility in all new construction and rehabilitation of transportation infrastructure to comply with the federal Americans with Disabilities Act.

C2. Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.



An interconnected, multimodal local transportation system helps reduce highway congestion, provides access to land uses, and expands travel options. Local and county governments should plan a system of multimodal interconnected collector roads and minor arterials to serve short and medium-length trips.

A local transportation system should serve the full range of types of trips. Minor arterials serve more and longer trips, sometimes at faster speeds, to help reduce demand on metropolitan highway system – also called principal arterials – and ensure that traffic does not spill over to local streets. Local streets provide a basic level of access to land, including homes and businesses. The functional classification system in Appendix D identifies roads by the function they serve. Cars, bicyclists, pedestrians, transit, and trucks need to be considered in the planning for all of these roads.

"Complete Streets" is a term used to describe an approach to transportation planning, design, and construction that considers the needs of all potential users – motorists, pedestrians, transit vehicles and users, bicyclists, commercial freight trucks, and emergency vehicles – moving along and across roads and through intersections. For pedestrians, bicyclists, and transit users this should include users of all ages and abilities. The goal of complete streets, as described in MnDOT's *Complete Streets Policy and Procedures Technical Memorandum*, is to:

- Develop a balanced transportation system that integrates all modes via planning that includes each transportation mode (that is, transit, freight, auto, bicycle, and pedestrian) and
- Include transportation users of all types, ages, and abilities.

Complete Streets does not mean "all modes on all roads." Instead, implementing Complete Streets principles ensures that the accessibility and safety of all travelers be appropriately considered and incorporated throughout any road project's planning, design, and construction.

MnDOT, counties, and cities should continue to work together to provide facilities for people to bike or walk along most streets and highways in urban and in some rural areas, with the exception of freeways. A well-connected collector road network is important to support non-motorized modes parallel to major highways and within neighborhoods and activity centers. Local streets, especially where traffic calming measures have been implemented and traffic signals are provided at major intersections, can provide better bicycle and pedestrian comfort, air quality, and safety than highways with higher traffic volumes and speeds.

Minor arterials in some suburban and rural areas often have sufficient right-of-way to add separated off-road bicycle facilities, but in the urban core, narrower rights-of-way are more common. On-road bicycle facilities are appropriate along minor arterials where the bicycle facility can be designed to support safe travel for all users and the addition of the facility maintains the road's overall function and capacity for other modes. More specific discussion of how bicycle facilities might be provided on arterials and local roadways is provided in the Bicycle and Pedestrian Investment Direction.

Major transit investments like transitways and transit centers also need to be highly accessible for pedestrians and bicyclists. It is important that transit facilities are designed to integrate with existing local transportation systems and land use and to be supportive of plans for higher density development.

Supportive local actions:

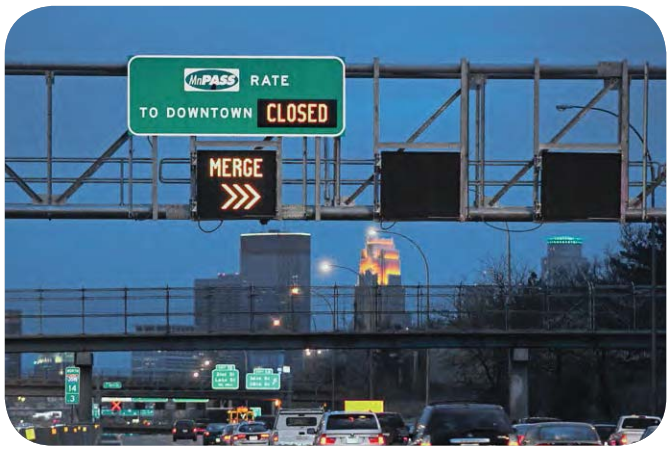
- In local comprehensive plans, develop and adopt local transportation plan elements for streets and pedestrian and bicycle facilities that serve the community, provide direct connections to job concentrations, create an integrated system with adjacent communities, and implement and connect to the Regional Bicycle Transportation Network.
- Adopt a Complete Streets policy and identify roads that should be emphasized for different uses (for example, transit, bicyclists, pedestrians and freight). All roads should be designed to accommodate emergency vehicles.

C3. The Council, working with MnDOT through their Enhancing Financial Effectiveness (EFE) efforts, and other relevant jurisdictions, will continue to maintain a Congestion Management Process for the region's principal arterials to meet federal requirements. The Congestion Management Process will incorporate and coordinate the various activities of MnDOT, transit providers, counties, cities and transportation management organizations to increase the multimodal efficiency and people-moving capacity of the National Highway System.

The region has a well-developed and managed freeway system. In previous long-range transportation plans, the emphasis was to meet forecast demand by adding highway capacity. However, no region in the country has successfully "solved" highway congestion. Current trends also suggest that the transportation system is experiencing new resource, policy, technology, and local and global economic conditions that differ from those of the past.

In response, this Transportation Policy Plan recognizes that system-wide highway congestion will not be eliminated or significantly reduced. This plan, including the Congestion Management Process, emphasizes that the impacts of congestion should and can be eased by increasing the people-moving capacity of the multimodal transportation system, while minimizing future demand on the highway system. Mitigating the impacts of congestion will be achieved by implementing supportive land use policy; improving traffic management and more efficient use of existing highway system capacity, pavement, and right-of-way; implementing a MnPASS system and limited strategic highway capacity enhancements; and implementing alternatives to driving alone. Through the Congestion Management Process, the Council, MnDOT and other relevant jurisdictions will work to monitor and evaluate congestion mitigation strategies and projects being implemented and modify the approach in the future as needed.

This plan emphasizes that limited resources must be focused on providing the most system-wide transportation benefit. Where strategic enhancements to highway capacity are considered, MnDOT and local governments will design highway projects with the intent to manage congestion. Highway system performance will be measured by people-carrying capacity and travel time reliability instead of more traditional measures such as level of service. Chapter 12 of the Transportation Policy Plan includes a description of the Congestion Management Process.



C4. Regional transportation partners will promote multimodal travel options and alternatives to single occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.

Travel demand management (TDM) strategies emphasize reducing vehicle miles traveled and trips made driving alone. These strategies should be directed at increasing the use of travel options, easing congestion, reducing pollution, and encouraging transportation-efficient land development.

TDM strategies are most successful in areas with high travel demand and potential for using travel options. Thus, the Council and its TDM partners will focus local and regional TDM efforts on employment centers and corridors with significant investments in travel options. Travel options include transit service, transit and ridesharing advantages like MnPASS lanes, high-occupancy vehicle lanes that bypass freeway ramp meters, bus-only shoulders, and biking and walking facilities for users of all ages and levels of mobility.

The Council will provide TDM technical assistance and financial incentives to transportation management organizations (TMOs), especially those located in areas with high levels of congestion. The Council and its TDM partners will also provide assistance to local units of government to implement TDM strategies and to employers and property owners. Other TDM strategies include the development of TDM plans for specific sites or new developments, telework and flexible work schedule programs, avoiding the oversupply of parking and pricing strategies for parking, and employee training programs.

Supportive local actions:

- Support, collaborate, and implement travel demand management policies, programs, and land use regulations in collaboration with other government agencies, transit providers, travel management organizations, businesses, employees, and property owners.

C5. The Council will work with MnDOT and local governments to implement a system of MnPASS lanes and transit advantages that support fast, reliable alternatives to single-occupancy vehicle travel in congested highway corridors.

MnPASS is an integral part of a multimodal transportation system, and helps people reach job concentrations faster and more efficiently. MnPASS lanes provide a reliable, congestion-free travel option for people who ride bus transit, people who ride in carpools and solo drivers who are willing to pay a fee during peak rush-hour periods. MnPASS can improve efficiency by moving more people through highway corridors during congested periods. It provides commuters and small commercial vehicles with greater travel-time reliability and choice. It encourages greater park-and-ride use and increases car and vanpooling. MnPASS also improves transit service and increases ridership, particularly on express bus service.

The Council and MnDOT will continue to implement transit advantages on the freeway system that allow transit vehicles to bypass congestion and provide a faster, more reliable travel time. The primary system of transit advantages in the region includes bus-only shoulders, ramp-meter bypasses, and MnPASS lanes. MnDOT will continue to analyze the need for new transit advantages and maintain existing transit advantages to the greatest extent possible.

Transit advantages are also used to improve local transit circulation. Examples include exclusive bus lanes, traffic signal timing and signal priority, and queue jumps. The Council and transit providers will work with local governments to determine where these improvements may be needed and identify possible implementation solutions.

In addition to moving people more expeditiously, implementing MnPASS lanes will provide benefits to local and regional freight moved by truck. MnPASS lanes will directly benefit shipments by single-unit commercial vehicles by allowing those vehicles to “buy in” to the lane to receive the benefit of an uncongested trip. The development of a MnPASS lane system may also benefit traditional freight movements by large trucks, because additional MnPASS lanes can reduce congestion in adjacent general purpose lanes.

Supportive local actions:

- Identify opportunities for transit advantages on the local road system that improve the attractiveness of the transit system and coordinate their implementation with regional transit providers.

C6. The Council will support an interagency approach to preserving right-of-way for future transportation projects that are consistent with the Transportation Policy Plan.

Rights-of-way for future transportation infrastructure are difficult to obtain. Consequently, right-of-way should be preserved for public use as project locations become certain and property becomes available. The Council's Right-of-way Acquisition Loan Fund (RALF) will be used to preserve needed right-of-way for projects on principal arterials and other state highways consistent with the Transportation Policy Plan.

Railroad right-of-way that is proposed to be abandoned provides an opportunity to use these linear corridors for transit, trails, parks, or other systems that could serve a variety of roles. The appropriate agencies that could be involved in preserving rail rights-of-way may vary depending on the short- and long-term intended role. An interagency approach to determining that role will be valuable in ensuring that all possible uses are considered.

Supportive local actions:

- Identify future transportation right-of-way needs through comprehensive planning and coordinate with other transportation providers.

C7. Regional transportation partners will manage and optimize the performance of the principal arterial system as measured by person throughput.

MnDOT will work to address capacity problems across the region's entire principal arterial system. MnDOT and local units of government with jurisdiction over principal arterials will:

- First, address capacity issues by working to apply management improvements such as access management, improved or expanded traffic management technologies
- Second, seek spot mobility improvements identified through processes such as MnDOT's Congestion Management and Safety Plan
- Third, identify affordable MnPASS or other strategic highway capacity enhancements if the congestion issues have not been adequately addressed

Where possible, capacity should be added in the form of MnPASS lane capacity. MnPASS lanes also serve people who carpool or ride transit, key strategies for increasing person throughput since a bus can move as many as 90 passengers on just one vehicle.

Added capacity can be permanent or actively managed to be open only during certain hours, conditions, or for certain vehicles. All projects for expanding principal arterial capacity will implement the lower-cost/high-return approach to investments by maximizing use of available highway capacity, pavement, and right-of-way.

Traffic management technologies, spot mobility improvements identified through the Congestion Management and Safety Plan, MnPASS, strategic capacity enhancements, and regional highway access improvements to job, activity, industrial, and manufacturing centers are discussed further in the Highway Investment section. Access to principal arterials is discussed in Strategy C11.

C8. Regional transportation partners will prioritize all regional highway capital investments based on a project's expected contributions to achieving the outcomes, goals, and objectives identified in *Thrive MSP 2040* and the Transportation Policy Plan.

All regional highway projects must address the plan goals of safety and security, transportation system stewardship, and healthy environment. After meeting these requirements, the following factors will be used to prioritize highway capital projects, including MnPASS, strategic highway capacity enhancements and access improvements:

- Improves regional economic vitality
- Improves critical regional highway system connectivity
- Increases regional highway system travel time reliability
- Supports regional population, household, and job forecasts and local comprehensive plans
- Supports regional balance of investments

When addressing highway capacity issues, regional transportation partners should work to first apply traffic management technologies to improve traffic flow without adding physical highway capacity. The next category of investment should be to investigate implementing the lower-cost/high-return approach to investments in spot mobility improvements. If traffic management technologies and spot mobility improvements do not address the highway capacity issue identified, only then should adding larger physical capacity – sometimes called expansion improvements – be explored. Expansion improvements include MnPASS lanes, strategic capacity enhancements, and highway access improvements.

Providing a congestion-free, reliable option for transit users, carpoolers and solo drivers willing to pay a fee to use MnPASS lanes is the region's priority for expansion improvements. Strategic capacity additions to general purpose lanes should only be considered if adding MnPASS lane capacity has been evaluated and found not to be feasible, the improvement is affordable, and it is approached using the philosophy of lower-cost/high-return on investment.

C9. The Council will support investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the principal arterial system and support access to the region's job, activity, and industrial and manufacturing concentrations.

MnDOT, counties, and cities within the seven-county region have identified the roads in the minor arterial system, called A-minor arterials, that provide the most support to the principal arterial system and access to regional job, activity, industrial, and manufacturing centers. The Transportation Advisory Board has chosen to focus much of its federal funding on highway improvements on A-minor and non-freeway principal arterials. The Metropolitan Council and partners recognize four types of A-minor arterials to ensure the system is flexible and responsive to different policies and situations throughout the urban and rural parts of the seven-county region. The four types—Augmentors, Expanders, Relievers, and Connectors—are defined in Appendix D.

A-minor arterials should provide reliable travel times at reasonable travel speeds, but are not required to be high speed. They are important parts of the multimodal transportation system serving people in trucks, personal vehicles, buses, walking, and on bicycles. Access to A-minor arterials is discussed in Strategy C11. Within the urban service area, sidewalks or multi-use non-motorized facilities should be provided along A-minor arterials. On-road bicycle facilities are appropriate on A-minor arterials where there are no effective parallel route options and the bicycle or pedestrian facility can be designed to support safe travel for all users. The addition of the bicycle or pedestrian facility should maintain the road's multimodal function, safety and capacity.

Supportive local actions:

- Many A-minor arterials are owned and operated by counties and cities. Local units of government should plan and maintain a system of A-minor arterials that provide for these local, multimodal trips.

C10. Regional transportation partners will manage access to principal and A-minor arterials to preserve and enhance their safety and capacity. The Council will work with MnDOT to review interchange requests for the principal arterial system.

Interchanges and intersections on the principal arterial system provide important access to regional job, activity, industrial, and manufacturing centers. But the safety, capacity, and utility of principal and A-minor arterials are affected in large part by how street and driveway access to these roadways is provided and managed. Adding new interchanges to existing freeways generally makes freeway performance worse, while improving intersections on non-freeways can increase highway capacity.

Decisions about access on the principal arterial system need to be thoroughly analyzed and carefully considered in coordination with MnDOT and the Council. Access spacing and the MnDOT-Council interchange review process are discussed in Appendix D and Appendix E. Appendices D and E emphasize the importance of improvements on non-freeway highways in providing benefits for regional travel. As local units of government work with MnDOT and the

Council to improve and convert intersections on non-freeway trunk highways, the following requirements are particularly important to achieve regional objectives:

- The appropriate local units of government exercising land use authority along trunk highways will be expected to incorporate access standards into their subdivision and zoning ordinances and apply the standards during their development review process
- Conversion of an at-grade intersection to an interchange should occur in sequence as part of an incremental freeway conversion. Isolated interchanges on non-freeway principal arterials are discouraged. Conversion of an at-grade intersection to an interchange must provide safety and mobility improvements to both the mainline and cross-street. The new interchange should be adjacent to an existing interchange unless MnDOT and the Council determine that the intermediate access points can be modified or managed to address safety and mobility concerns
- Principal arterials should have interchanges only with other principal or A-minor arterials. Minor arterials should have interchanges and intersections with principal arterials, other minor arterials, or major collectors. Only concentrations of commercial, industrial, or residential land uses should have direct access to minor arterials.
- Interchange spacing should be one mile or more.
- MnDOT and the counties control access on freeways and some expressways through the outright purchase of the access rights from abutting land owners. However, access to other principal and A-minor arterials is most effectively managed through local land use planning and development regulation. If considered early in the process of land development or redevelopment, the appropriate location and design of access and the supporting road network can be worked into the plans. If access is not considered until late in the design of development, it may be difficult to accommodate properly without added expense and potential disruption to the community.

Supportive local actions:

- Cities, counties and townships exercising land use authority along principal arterials and A-minor arterials will be expected to incorporate access standards in their subdivision and zoning ordinances and apply them during their development review process.
- Local access standards should be consistent with MnDOT's Access Management Manual or the appropriate county's access guidelines. Cities and townships should also consult with MnDOT or the county whenever reviewing development plans adjacent to principal arterials and A-minor arterials. For those arterials where the existing access does not conform to the standards, cities should work with MnDOT and/or the county to develop a long-term corridor plan to adjust and improve the access arrangements as opportunities arise through development or redevelopment of an adjacent property. MnDOT has developed a model access management ordinance to serve as a guide for local partners in updating their land use regulations to fully address access considerations.

C11. The Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, to meet growing demand, improve the customer experience, improve access to destinations, and maximize the efficiency of investments.

The transit system will need to continue to grow and improve to remain a competitive travel option for the region. A significant part of that growth will be expanding and improving the bus system that serves the majority of transit demand in the region. This includes both expanding geographic coverage and "thickening" the transit system by adding new routes and service frequency in areas already served by transit, including connections to transitways. There are several needs that will be addressed by expanding the bus system:

Meet growing demand. The region will add 824,000 people and 549,000 jobs by 2040, with a large portion of these in already developed communities. The region will need to invest in a bus system that serves this growing demand and supports more regional growth along transit routes.

- **Improve access to destinations.** Existing unmet needs and changing lifestyle preferences will lead to demand for better transit access to more destinations. The region will need to provide better access by improving existing service – speed, frequency, span, and connections – and expanding service to new areas. Two areas of high importance will be improving access to job concentrations and improving access to opportunities for people who rely on transit, including under-represented and low-income households. The design of the transit system will be guided by Regional Transit Design Guidelines in Appendix G.
- **Improve the customer experience.** Many transit users choose to ride because of the quality of the experience. Those who rely on transit deserve a great customer experience as well. The region will need to invest in improvements to the transit experience that address factors such as transfers, customer information, comfort, technology, safety and perceived safety and security, and amenities.
- **Maximize the efficiency of investments.** Providing regional transit service is not cheap but investments and policies can often make transit more efficient and cost-effective. The region will need to seize these opportunities to maximize the return on investments in the bus system.

Regional transit providers will address these needs by applying a variety of types and designs of transit services and facilities. This work will be guided by a number of processes and plans designed to link transit improvements to specific needs and opportunities in the community. Some improvements may also address needs on the transitway system after the initial construction of lines, including adding stations or amenities at stations. The details of these plans and processes are described in the Transit Investment Plan.

Supportive local actions:

- Work with regional transit providers to identify potential improvements to the transit system that will suit community needs.
- Focus forecasted growth at transit-supportive densities in job concentrations or nodes along corridors, supported by additional land use strategies discussed in Land Use and Local Planning.

C12. Regional transportation partners will invest in an expanded network of transitways that includes but is not limited to bus rapid transit, light rail, and commuter rail. Transitway investments will be prioritized based on factors that measure a project's expected contributions to achieving the outcomes, goals, and objectives identified in *Thrive MSP 2040* and the Transportation Policy Plan.

Transitways will play an important role in serving the growing region and supporting the economic competitiveness of the region. The region will build an expanded system of transitways that includes bus rapid transit, light rail, and commuter rail. The region also needs to address policies related to modern streetcars, an emerging mode in corridor planning around the region.

Transitways represent a substantial investment for the region and will require extensive planning and coordination to determine the appropriate mix of transitway modes and corridors. There are a number of considerations when exploring transit options in a corridor and when determining the priorities for a long-range transitway system.

The Transit Investment Plan includes technical investment factors intended to measure the expected contributions of a project against the outcomes, goals, and objectives identified in *Thrive MSP 2040* and the Transportation Policy Plan. The list of factors includes ridership, access to jobs and activity, cost-effectiveness, existing land use, future land use and economic development, equity, and environment. Overall system planning will also need to consider policy investments factors such as regional balance, funding viability, community support, and technical readiness and risk when determining priorities in the plan.

Supportive local actions:

- Lead local corridor studies for potential transitway investments in coordination with regional transit providers and other agencies.
- Proactively plan land use around potential transitways that is consistent with the requirements described in Land Use and Local Planning and supported by additional land use strategies.

C13. The Council will provide paratransit service complementary to the region's regular route transit system for individuals who are certified by the Council under the Americans with Disabilities Act (ADA).

The Council and regional transit providers will provide an option for those who are not able to use the regular-route transit system due to a disability. Complementary ADA service will be provided consistent with the requirements established in state and federal law. The Council will maintain the eligibility program for this service.

C14. The Council and regional transit providers will provide coordinated transit options, including general public dial-a-ride and vanpool subsidies, in areas of the region not served by regular-route transit. Service levels for these options will be based on available resources and needs.

The Council and regional transit providers will provide dial-a-ride service in areas of the region where transit demand is not strong enough to support regular-route service. These services will

be coordinated with the rest of the transit system to facilitate greater access from these parts of the region and to avoid duplication of services.

For trips where transit is not a viable option for travelers, the Council will make subsidies available for the formation of vanpools with volunteer drivers.

C15. Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network.

A regional bicycle transportation network with priority bicycle corridors was developed through the Regional Bicycle System Study completed in 2014. This network establishes the region's priorities for planning and investment in bicycle facilities and is described in detail in the Bicycle and Pedestrian Investment Direction section.

Supportive local actions:

- Adopt local transportation bikeway elements that encourage community connectivity and connections to existing or planned regional bikeways.

C16. Regional transportation partners should fund projects that provide for bicycle and pedestrian travel across or around physical barriers and/or improve continuity between jurisdictions.

The natural and built environment in general and the region's transportation infrastructure in particular can create unintended physical barriers to a more prominent walking and biking culture. Freeways can be major barriers to safe and comfortable walking and cycling for transportation. The region's freight rail lines also often create formidable barriers to continuous travel, similar to rivers and streams. Bicycle and pedestrian-accessible bridges are an important element for the region to provide a friendly and safe environment for non-motorized transportation.

A definition for regional-critical bicycle links is provided under the Bicycle and Pedestrian Investment Direction section that would gives regional priority to planning and funding bike and pedestrian projects that eliminate regional barriers or improve connections between jurisdictions.

Local bike networks can also be interrupted by high-traffic arterials that are difficult to cross or ride along. Overcoming many of these arterial barriers to walking and biking in the region requires interjurisdictional coordination, since many of these arterials form the boundaries between jurisdictions. The Council supports interjurisdictional coordination to improve planning for better connections across boundaries.

Supportive local actions:

- Identify gaps or barriers in bicycle and pedestrian systems in the comprehensive planning process.

C17. Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

Local agencies should use best practices in designing pedestrian facilities. Such facilities must be accessible to people of all levels of functional ability so they meet the requirements of the Americans with Disabilities Act.

Supportive local actions:

- In comprehensive plans, adopt local transportation pedestrian and bikeway elements with accessibility guidelines and planned facilities for pedestrians and wheelchair accessibility in areas with high levels of bicycle and pedestrian activity.

C18. The Council, MnDOT, regional railroad authorities, and railroad companies will pursue short- and long-term improvements to accommodate future freight and passenger rail demand.

Where rail congestion has been identified and/or future capacity constraints are anticipated on the metropolitan rail system, regional partners should conduct additional rail corridor studies to facilitate the planning and implementation of needed system improvements that will accommodate future freight and passenger rail demand.

C19. The Council and MnDOT should work together with cities and counties to provide efficient connections from major freight terminals and facilities to the regional highway system, including the federally designated Primary Freight Network.

The Metropolitan Airports Commission should pursue provisions for air cargo infrastructure and air service for the region with direct air freight connections to import/export markets that provide trade opportunities for the region's economy.

City and county roadways provide the "last mile" connections between intermodal freight terminals and the metropolitan highway system, including the National Highway System (NHS) and its subset Primary Freight Network. Coordination with local planning efforts to preserve the condition and capacity of these connector roadways will be essential to maintaining the efficient flow of freight in the region.

Supportive local actions:

- Identify and classify freight corridors in the comprehensive planning process.

C20. The Council and airport sponsors will maintain a system of reliever airports to augment the Minneapolis-Saint Paul International Airport that are accessible within reasonable travel times from all parts of the metropolitan area.

State-of-the-art facilities should be made available by airport sponsors at the region's airports, commensurate with their system role, to induce additional aviation services to use the reliever system.

D. Competitive Economy

Goal:

The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objectives:

A. Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.

B. Invest in a multimodal transportation system to attract and retain businesses and residents.

C. Support the region's economic competitiveness through the efficient movement of freight.

Strategies

D1. The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users.

The Current Revenue Scenario in this plan generally allows for investments to operate, maintain, and preserve the existing highway and transit systems, supported by some funding for MnPASS lanes, other strategic highway capacity enhancements, and transitway expansion. However, the Current Revenue Scenario does not allow the region to fully address highway operations, maintenance, and rebuilding needs, make the level of expansion and improvement investments needed to accommodate the expected growth in population and jobs, keep our region competitive, and provide improved choices and experiences for all users of the system.

The Increased Revenue Scenario for highways and transit provides a vision for the additional investments that could be made if a higher level of funding is achieved and that would move the region closer towards accomplishing the goals and objectives identified in this plan.

The Council will continue to work with regional partners to identify additional funding for the region's transportation system needs that would bridge the gap between the Current Revenue Scenario and the additional resources the region might reasonably expect under the Increased Revenue Scenario. If additional resources do become available, that funding would be prioritized and allocated based on the policies in this plan.

Supportive local actions:

- Identify funding needs on the local transportation system and local priorities for funding on the regional transportation system.

D2. The Council will coordinate with other agencies planning and pursuing transportation investments that strengthen connections to other regions in Minnesota and the Upper Midwest, the nation, and world including intercity bus and passenger rail, highway corridors, air service, and freight infrastructure.

Other agencies and private companies are largely responsible for planning and implementing the transportation investments that connect the region to the rest of Minnesota, the Upper Midwest, the nation, and the world. For example, MnDOT and counties are responsible for the major highway corridors that connect the Twin Cities to other regions within the state and to other states, and support cars, trucks, and private intercity bus providers such as Greyhound and Jefferson Lines. Amtrak provides intercity passenger rail, and MnDOT is responsible for planning additional intercity passenger rail services. The Metropolitan Airports Commission works with the airlines provide the region's air service connections. MnDOT works with the private freight railroads that are responsible for freight rail service and infrastructure, and also with barge companies, port authorities and the Army Corps of Engineers, which provide infrastructure and serve freight service along the Mississippi. The Council will work closely with these partners to ensure that their planned improvements are coordinated with regional investments and that regional needs are considered in the prioritization of these investments.

D3. The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors.

The transit system plays a vital role in getting people to and from jobs and education opportunities and centers of activity. An expanded and improved transit system will continue to strengthen the attractiveness of regional centers of business and activity. Transit will also promote economic development and enhance the region's livability and prosperity, keeping the region competitive nationally and globally and helping to attract and retain businesses and workers. Investments in transit will be prioritized with access to jobs and activity and supporting economic development as important factors.

Priority Regional Bicycle Transportation Corridors were developed with an emphasis on connecting to regional job concentrations and to the regional transit system, where there is a high demand for bicycle travel and where opportunities for enhancing economic development and business retention are most prevalent. These corridors are introduced in the Bicycle and Pedestrian Investment Direction section.

Supportive local actions:

- Give priority to projects that integrate pedestrian facilities into regional job concentrations and connect local bikeways with the Regional Bicycle Transportation Network.

D4. The Council, MnDOT, and local governments will invest in a transportation system that provides travel conditions that compete well with peer metropolitan areas.

The Twin Cities region competes with metropolitan areas throughout the nation and the world. The transportation systems in all regions are a critical factor in determining how well they function economically, socially, and environmentally. These systems include airports, water ports, railroads, highways – principal and minor arterials – local streets, sidewalks, and trails. The Council will continue to measure the performance of its transportation system in terms of access and mobility, and its impacts compared to select peer regions nationally and internationally. The Council will also work with MnDOT and the Counties Transit Improvement Board (CTIB) to seek the latest techniques to improve transportation service in the most cost-effective and context-sensitive ways for all modes, including highways.

Supportive local actions:

- Identify local actions to improve overall capacity of critical corridors.

D5. The Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight and identify cost-effective mitigation.

The Council and MnDOT will work to identify specific truck mobility issues and needs, and to develop operationally focused solutions for improving travel time reliability for trucks using the regional highway system.

Traffic management technologies such as ramp metering, variable speed control, and traveler information systems can help ease congestion on the highway system. The Council will work with MnDOT, counties, and cities to explore implementing additional strategies in corridors with high truck volumes to further reduce the impact of highway congestion on freight mobility, such as redirecting trucks in real time to avoid congestion caused by crashes.

Supportive local actions:

- Plan for and provide "first and last mile" highway connections to regional job concentrations and manufacturing and distribution areas.

D6. The Council, Metropolitan Airports Commission, MnDOT, and other agencies will work together to maintain a strong regional airport system, including maintaining the Minneapolis-Saint Paul International Airport as a major national and international passenger hub and reliever airports that serve business travel.

Availability of good air transportation connections is critical to maintaining a competitive state and regional economy. Public and private sector efforts in the region should focus on continued development of Minneapolis-Saint Paul International Airport as a major international hub. Maintaining a system of minor reliever airports to provide adequate alternative facilities for general aviation traffic is essential to the effective operations of Minneapolis-Saint Paul International Airport.

Supportive local actions:

- Participate in land use safety studies around airports.

D7. The Metropolitan Airports Commission should periodically update its airport economic impact studies and commercial air-service competition plan to determine facility and service improvements needed at the region's airports to foster a competitive regional economy.

Decisions by aviation partners on providing facilities and services to improve regional economic capabilities should be based on periodic updating and refinement of airport economic impact studies and surveys, a commercial air-service competition plan, and annual airport marketing programs.

Although the actual provision of air service is a business decision made by privately owned airlines, the Metropolitan Airports Commission should continue its efforts to attract more air service carriers to the region to provide competition and affordable fares for residents and businesses. Since adoption of the last Transportation Policy Plan in 2010, the Metropolitan Airports Commission has pursued several airlines to add service at Minneapolis-Saint Paul International Airport, and two new airlines (Spirit Airlines and Condor Airlines) have recently started service.

E. Healthy Environment

Goal:

The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives:

A. Reduce transportation-related air emissions.

B. Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments.

C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations.

Strategies

E1. Regional transportation partners recognize the role of transportation choices in reducing emissions and will support state and regional goals for reducing greenhouse gas and air pollutant emissions. The Council will provide information and technical assistance to local governments in measuring and reducing transportation-related emissions.

State and regional goals are to reduce greenhouse gas emissions by 15% below 2005 levels by 2015, 30% by 2025 and 80% by 2050. Currently Minnesota is not on track to meet 2015 goals. Since one-quarter of statewide greenhouse gas emissions come from the transportation sector, reductions in transportation emissions will have to be part of the solution.

The Council will support efforts to reduce emissions through reductions in auto tripmaking and public education about the effects of transportation choices. An example of this education is Metro Transit's "Go Greener" campaign with its Trip Planner tool, which allows customers to see the greenhouse gas impact of their trip.

Many of the most effective strategies for reducing greenhouse gas emissions are accomplished through local land use decisions that reduce the number of auto trips, or by federal and auto industry action to control fuel efficiency of the vehicle fleet. The Council will use its technical expertise to identify and encourage adoption of the most effective measures to reduce air emissions. The Council will also develop a regional greenhouse gas emissions inventory.

Transportation also contributes significantly to elevated levels of regulated air pollutants such as carbon monoxide, nitrogen dioxide, ozone, and fine particulate matter and to other hazardous air toxics, all of which have negative effects on human health and quality of life throughout the region. The Council and MnDOT, in cooperation with MPCA, will continue efforts to improve air quality, reduce emissions from mobile sources, and maintain compliance with federal air quality standards.

The MAC should periodically evaluate the air quality impacts of aviation operations and report to the Council on air quality problems or issues through the MAC annual environmental review of the capital improvement program.

E2. The Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments.

Reducing transportation-related emissions have been a consideration in selecting projects for many Council and MnDOT programs for years. The regional solicitation uses emissions reduction as one of its criteria for prioritizing projects. Emissions reduction has also become a prioritizing criteria for other transportation programs, including travel demand management, transitway expansion, highway expansion and system management. Opportunities to use federal funds for efficient emissions-reduction programs, such as diesel retrofits, should continue to be implemented. Consideration should be given to all types of transportation emissions and generators, including bus and truck fleets, construction vehicles, and electricity generation for light rail transit operations and electric cars. The region should not fund projects that will have a substantial negative effect on local or regional air quality.

E3. Regional transportation partners will 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 communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.

The transportation system needs to meet the needs of all potential users, from the youngest to the oldest. This includes people with a broad range of abilities and backgrounds.

In recent years, elements of community design have gained attention for the way that they can encourage or discourage physical activity. Public health policy discussions have identified opportunities for bicycling and walking as one element in the fight against obesity and other health problems related to a lack of physical activity. As a result, several counties in the Twin Cities metropolitan area have incorporated active living principles into their community and health planning programs. These efforts communicate to the traveling public the individual and collective benefits to personal health and the environment of walking and biking in performing daily errands.

As regional transportation partners preserve and modernize the transportation system, they should design facilities, including signs, to accommodate older travelers with changing vision and slower reaction times. All transit vehicles in the region have been accessible for many years and transit providers should adapt as technologies in this area continue to improve. Metro Mobility provides service that complies with ADA requirements to complement regular-route transit. Public transit providers can also work with schools to identify opportunities to coordinate services, such as the Student Pass fare card. On roadways, partners should also continue to implement their ADA transition plans, especially at highway interchanges, intersections, and near transit access locations.

E4. Regional transportation partners will protect, enhance and mitigate impacts on natural resources when planning, constructing, and operating transportation systems. This will include management of air and water quality and identification of priority natural resources through the Natural Resources Inventory developed by the Council and Minnesota Department of Natural Resources.

Thrive MSP 2040 emphasizes the protection and enhancement of environmental quality through its outcomes of stewardship, livability, and sustainability. The Council supports work toward this end through the Natural Resource Inventory, which provides comprehensive information about environmental resources throughout the seven-county metropolitan area.

Planning and development should follow all requirements under the National Environmental Policy Act and Minnesota Environmental Policy Act for the disclosure of environmental impacts. During all phases of transportation project development, construction, and operation, regional partners and local governments should seek opportunities to not only avoid harming, but also enhance the natural environment, including air quality, water quality, natural area preservation, and wildlife preservation.

Airport long-term comprehensive plans shall include a management strategy to protect groundwater quality that includes proposed policies, criteria and procedures for preventing, detecting and responding to a spill or release of contaminants on the site. The plans should identify the location, design and age of individual/group/central sewer systems on site and all well location sites, and evaluate system deficiencies and pollution problems. Airport long-term comprehensive plans shall also include detailed proposals for providing sanitary sewer services. Reliever airports should be connected to the sewer system when service is available near the airport. When connection is not practical, the airport owner and local governmental agencies must adopt and implement ordinances, including administrative and enforcement procedures that will adequately meet the need for trouble-free, on-site sewage disposal in accordance with the Council's guidelines in its Water Resources Management Policy Plan.

Airport long-term comprehensive plans should also include a plan for surface-water management that contains provisions to protect surface and groundwater. In addition to including information that must be consistent with plans of watershed management organizations and the state wetland regulations, the water management plan should include provisions to mitigate impacts from construction, restore or retain natural functions of remaining wetlands and water bodies, and include the pretreatment of runoff prior to being discharged to surface waters.

E5. Transportation partners will protect, enhance and mitigate impacts on the cultural and built environments when planning, constructing, and operating transportation systems.

Thrive MSP 2040 emphasizes the protection and enhancement of the cultural and built environment and quality of life (including air quality and its impacts on a community's residents) through its outcomes of stewardship, livability, and sustainability. Transportation partners should plan and implement proposed highway and street design and transit routes and facilities with sensitivity to a community's vision and quality of life, including using context-sensitive design methods.

Context-sensitive design acknowledges local attributes by balancing economic, social, aesthetic and environmental objectives in addition to mobility objectives. Highway projects can often provide opportunities to incorporate many community objectives for livability and enhanced environmental quality. In addition, local A-minor roads should be planned and implemented in a manner compatible with a road's functional classification and surrounding land uses. Functional classification is discussed in Appendix D.

In addition, during construction and implementation of projects, transportation partners need to be aware of and plan for the access needs of the local businesses and residents.

Supportive local actions:

- Allow the market to determine necessary parking ratios (remove requirements) and support shared parking.
- Support employer travel-demand management plans and programs.
- Support the development of local ride-sharing and bike-sharing programs.
- Accommodate higher-density development near transit stations.
- Develop plans to improve conditions for walking and bicycling.
- Adopt development requirements and Complete Streets policies that improve circulation and access for bicyclists and pedestrians.
- Adopt development standards that increase vegetative cover and increase the reflective quality (or albedo) of surfaces.

E6. Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision-making.

Transportation projects can affect people's daily lives in very tangible and immediate ways. Historically, some transportation projects, have disproportionately affected underrepresented communities, often with little or no input, participation or consent from these communities.

Regional transportation partners will seek public participation using a variety of communication methods to formulate transportation policy, develop transportation plans and make transportation investment decisions. Useful communication methods include websites and social media, print media, radio, direct mailing, and public meetings and hearings. These methods should include opportunities for broad participation, comment, review, and debate of proposed plans and actions.

Regional transportation partners should also recruit representatives of groups traditionally underrepresented in regional policymaking and provide enhanced participation opportunities to encourage members of those groups to share their unique perspectives, comments and suggestions. Enhanced participation could include such steps as foreign language and sign language interpreters, focus groups, and meetings in places familiar to the groups, such as their community centers and places of worship.

E7. Regional transportation partners will avoid, minimize and mitigate disproportionately high and adverse impacts of transportation projects to the region's historically underrepresented communities, including communities of color, low-income communities, and those with disabilities.

Several federal laws and regulations, including Title VI of the Civil Rights Act and the Executive Order on Environmental Justice, require federally funded transportation investments to avoid disproportionately high and adverse impacts of transportation projects to the region's minority and low-income populations. The region will not only follow those requirements to avoid adverse impacts, but go beyond them to ensure future transportation investments provide positive benefits for the region's historically underrepresented communities, including communities of color and low-income communities, and those with disabilities.

F. Leveraging Transportation Investments to Guide Land Use

Goal:

The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Objectives:

A. Focus regional growth in areas that support the full range of multimodal travel.

B. Maintain adequate highway, riverfront, and rail-accessible land to meet existing and future demand for freight movement.

C. Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

D. Encourage communities, businesses and aviation interests to collaborate on limiting incompatible land uses that would limit the use of the region's airports.

Strategies

All strategies in this section should be viewed as supportive local actions and local governments will be the primary implementors of these actions. However, regional transportation partners, including the Council, will support the efforts of local governments through a number of the strategies.

F1. Local governments within the seven-county metropolitan area must prepare comprehensive plans that conform to the Transportation Policy Plan and should recognize the land use and transportation opportunities and challenges that correspond to *Thrive MSP 2040* planning areas.

Local governments within the Metropolitan Urban Service Area should plan for their projected growth and stage their transportation infrastructure to accommodate the needs of that growth.

Local governments in the Rural Service Area should plan for transportation systems and land use patterns that are compatible with the protection of agricultural uses and the need for future sewered development.

The partnership between regional and local planning and investment is established in the Metropolitan Land Planning Act to guide growth and change in the seven-county region of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington. Long-range forecasts for population, households and employment are used by the Council, MnDOT, and local governments to plan for orderly and economical growth and the land use and system changes – transportation, wastewater treatment, housing, and parks – needed to support that growth.

Local governments have the responsibility to guide and regulate land use and provide local infrastructure. What form this takes will depend on the type of development that can be supported by regional infrastructure and other considerations described in *Thrive MSP 2040*'s Geographic Planning Areas, Land Use Policy, and policy plans, including the special features. Local governments should refer to these coordinated documents along with the Transportation Policy Plan when preparing their comprehensive plans.

The opportunities and challenges associated with growth vary across the region. The community designations in *Thrive MSP 2040* establish some common strategy considerations for communities of a similar type. The specific considerations related to the Transportation Policy Plan that should be included in local comprehensive plans are summarized by community designation in the Land Use and Local Planning.

F2. Local governments should 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.

Job concentrations are critically important to the regional economy. Although most of these are located along regional highways, roadways alone cannot continue to provide the access needed as highway congestion continues to increase. Employment densities are an important factor influencing how people travel and how the transportation system supports their travel.

The region's transportation system and economy will be more effective if jobs are concentrated and density is focused in nodes along corridors. Planning for density in nodes also needs to provide for a high-quality, walkable local street network, a mix of land uses, and amenities to support denser development. These coordinated efforts will support more effective transportation by reducing short auto trips or replacing them with walking and biking, increasing transit potential, and allowing for more flexible parking.

Local governments can support the regional economy and the transportation system by guiding more density and a mix of uses to job concentrations, nodes along transportation corridors, and local centers. While market conditions play a primary role in economic development, local governments set the necessary groundwork through land use regulations, the design of local transportation networks, and community development incentives.

F3. Metropolitan Council, MnDOT, and local governments will plan, build, operate, maintain, and rebuild an adequate system of interconnected highways and local roads.

Local and county governments will plan and implement a system of multimodal interconnected highways and local roads to serve the full range of trips. This system of major highways and local streets supports connections to and from our homes, schools, jobs, other states, and the world. Some roads are intended to emphasize mobility for long-distance trips, while others are intended to primarily provide access to land.

The design and spacing of this system is a critical factor in successfully supporting a variety of land use densities. More dense land uses require a denser road network, or traffic can be forced to use inappropriate alternatives. For example, an inadequate system could force through traffic to use a local street to access a job concentration, increasing safety concerns, or could force local traffic to use the limited capacity of a principal arterial for a very short trip. Appendix D discusses roadway functional classification, facility spacing, and access management.

All levels of government need to work together if in the region. Cities and counties have roles in both land use and transportation. Considering the limited funding available for highway investments, cities and counties should continue to enhance highway safety and capacity by working with MnDOT and the Council to plan and control access to highways.

Cities and counties may also be able to protect right-of-way to widen existing highways or to build new ones. In all cases, land use planning and development should continue to be closely coordinated with the existing and future road system. The highway system and local roads are also critically important to manufacturing and distribution areas, as well as other freight generating land uses.

The Council will also work with its partners to ensure the road authority with jurisdiction over and responsibility for a road matches the role the road plays in the transportation system; for example, MnDOT should be responsible for principal arterials.

F4. Local governments will identify opportunities for and adopt guiding land use policies that support future growth around transit stations and near high-frequency transit service. The Council will work with local governments in this effort by providing technical assistance and coordinating the implementation of transit-oriented development. The Council will also prioritize investments in transit expansion in areas where infrastructure and development patterns to support a successful transit system are either in place or committed to in the planning or development process.

Local land use and development patterns greatly impact the need for and use of transit. This plan provides for significant investments in the expansion of transit stations along transitways and potential expansion along existing and future high-frequency transit corridors. The plan acknowledges the growing demand for transit services and transit-oriented development in the region. However, for the region to be good stewards of transit investments, local governments need to be partners in addressing the challenges of planning for and supporting denser development along transit corridors.

Transit service requires medium- to high-density housing to be successful and needs to be combined with a mix of uses along a transit line or route. Transit-oriented development should be focused on nodes along corridors – such as stations – to support the success of transit service and create livable, sustainable communities. The Council will support communities planning for higher densities by providing technical guidance on how to plan for higher density, transit-oriented development.

When making transit investments, the Council will prioritize investments in communities that have infrastructure and development patterns that are supportive of a successful transit system or are committed to them in planning or implementation. More details about what makes a community supportive of transit are available in Land Use and Local Planning.

F5. Local governments should lead planning efforts for land use in transit-oriented station areas, small-areas, or corridors, with the support of the Council and other stakeholders.

Local governments should take the lead in developing plans and implementation strategies that support more effective transit investments in their communities. They are in the best position to understand the needs and desires of neighborhoods and the local business community and to set long-range plans that guide land use changes necessary to support transit investments. Local plans are the means to demonstrate local commitment to land use that is needed to support regional investments in transit infrastructure and service.

F6. Local governments should adopt policies, develop partnerships, identify resources, and consider regulatory tools to support and specifically address the opportunities and challenges related to creating walkable, bikeable, transit-friendly places.

As the Council works with communities to promote centers of development and redevelopment along transit corridors, walking and bicycling will become increasingly important and desirable ways of traveling within and between compact, mixed-use neighborhoods. Systems of safe, continuous, barrier-free bicycle and pedestrian facilities for people of all ages and levels of mobility are essential to the success of transit-oriented developments.

Most of the region has evolved to meet the needs of the private automobile. As preferences are shifting toward more transportation options, communities will have to adapt their regulatory tools to accommodate these preferences. There will be opportunities to change the built environment and improve local transportation networks for pedestrians, bicyclists and transit users. Cities are encouraged to identify and market redevelopment areas that may leverage investment in bicycle and pedestrian improvements. These opportunities may exist in transit station areas, along transit routes, in suburban mixed-use town centers, or in rural centers, but should also include other areas with low rates of auto ownership.

Not all local communities will need to address these concerns in the same way. The important consideration for local governments is ensuring that there are processes in place to address opportunities now and into the future.

F7. Local governments should include bicycle and pedestrian elements in local comprehensive plans.

Pedestrian and bicycle elements of local comprehensive plans should:

- Promote safety of pedestrians and bicyclists for people of all ages and mobility levels
- Provide connections to adjacent cities and counties and their pedestrian and bicycle systems
- Address gaps and remove barriers in the existing local, county or regional systems
- Provide local connections between the Regional Bicycle Transportation Network and major regional destinations, including regional job concentrations, as identified in the Bicycle-Pedestrian Investment Direction section
- Provide pedestrian and bicycle facilities within regional job concentrations, including commercial, retail, entertainment, and recreation centers

The extent to which local government plans should address bicycle and pedestrian systems depends on the community's needs for these modes. For instance, rural communities with a low density of origins and destinations within biking or walking distance may be able to meet these modal needs adequately on existing streets. Local streets and collectors are important elements of transportation because they generally have low volumes and lower speeds where bicycles and motor vehicles can co-exist safely. However, each community should also consider other options for safe bicycle and pedestrian travel to the extent appropriate for their community.

F8. Local governments should adopt comprehensive plans that include policies emphasizing identifying and improving roads best suited for carrying trucks while minimizing impacts such as noise and traffic to sensitive land uses.

Planning activities for land use and freight need to be closely coordinated, and they require communities to work with the trucking industry and regional, state, and federal transportation agencies. While freight access is vital to the region's economy and the economical viability of industrial and commercial land, truck traffic is often regarded as a nuisance to other land uses, such as residential areas and parks. Much of the region's freight traffic travels is in trucks on regional highways and arterials, but local roads provide an important link to freight generators and destinations.

As a part of the comprehensive planning process, local governments should identify and analyze truck routes, review their comprehensive plans to ensure land set aside for industrial uses is adequate and appropriate, and address zoning and code regulations that consider the needs of freight users and surrounding land uses. Roadway designs should recognize contemporary truck length so there is adequate turning radius and sufficient delivery areas, especially when rebuilding roads in the older parts of the region where original road designs assumed shorter trucks, or when introducing innovative traffic intersections such as roundabouts.

F9. Local governments should balance the needs of industrial, residential and recreational users when planning and implementing land uses along the navigable portions of the Mississippi River system to ensure sufficient access for existing and future barge transportation needs.

The Mississippi River system (which includes parts of the Minnesota and Saint Croix rivers) is important for the economical movement of bulk commodities. The region's rivers are also important natural features and recreational areas. These differing uses can lead to conflicts and competing community and/or regional priorities that require balancing and coordinating uses.

The amount of land adjacent to rivers that is suitable for barge terminal uses is limited by a number of variables, such as topography and good highway access for truck-to-barge transfers. Local governments bordering the river should address the potential for freight use along the Mississippi River system in their comprehensive plans and balance that with other potential demands for use.

To aid local governments in planning for an appropriate balance of uses along the Mississippi River system, the Council will analyze existing land uses and zoning to determine the land and transportation needs of river-dependent industries and the extent to which land for industrial/manufacturing uses on the river is threatened by non-industrial development.

F10. Local governments should consider the role of railroads in promoting economic activity and identify an adequate supply of land in their comprehensive plans to meet existing and future demand for industrial uses requiring rail access.

Railroads are also important to the region's economy, providing valuable connections from the Twin Cities to national and global markets. While passenger service is one role of the rail system, movement of commodities is their main function. Commodity shipments by rail have been growing. While intermodal transfer terminals service the efficient transfer of containers between truck and rail, the demand for direct access to rail from adjacent warehouses and industries is also likely to increase.

Railroads often occupy central and important urban locations where redevelopment of adjacent industrial land use is driven by the real estate market for non-industrial or commercial uses. In comprehensive plans, local governments need to balance these potential changes with the economic and transportation benefits afforded by rail service, especially as long-distance freight movement on trucks is facing the higher fuel costs and highway congestion.

To aid local governments in planning for an adequate supply of land to meet existing and future demand for industrial rail access, the Council will analyze existing land uses and zoning to determine:

- The region's land and transportation needs for rail corridor-dependent industries
- The extent to which land for industrial/manufacturing uses with access to rail is threatened by non-industrial development

F11. Local governments located near all of the region's airports should address land use compatibility and air safety requirements in their comprehensive plans.

The nature of local land use development varies around airports. Only Lake Elmo and Airlake airports remain adjacent to rural land uses, while Anoka County, Eden Prairie, and Forest Lake airports are located in suburban areas. Minneapolis-Saint Paul International Airport, Saint Paul Downtown, Crystal and South Saint Paul airports are in the Urban and Urban Center areas, as designated in *Thrive MSP 2040*.

Joint airport and community zoning boards should be established at each of the system airports to develop and adopt an airport safety zoning ordinance to maintain effective land use and clear zones at the ends of runways. Both the Federal Aviation Administration and the state have regulations regarding appropriate land uses for varying distances at the ends of runways, both on and off the airport property.

The Council also reviews local comprehensive plan updates and plan amendments for airport and community compatibility regarding height and safety zoning, land transportation access to the airport, sewer and water service, and safety and security services.

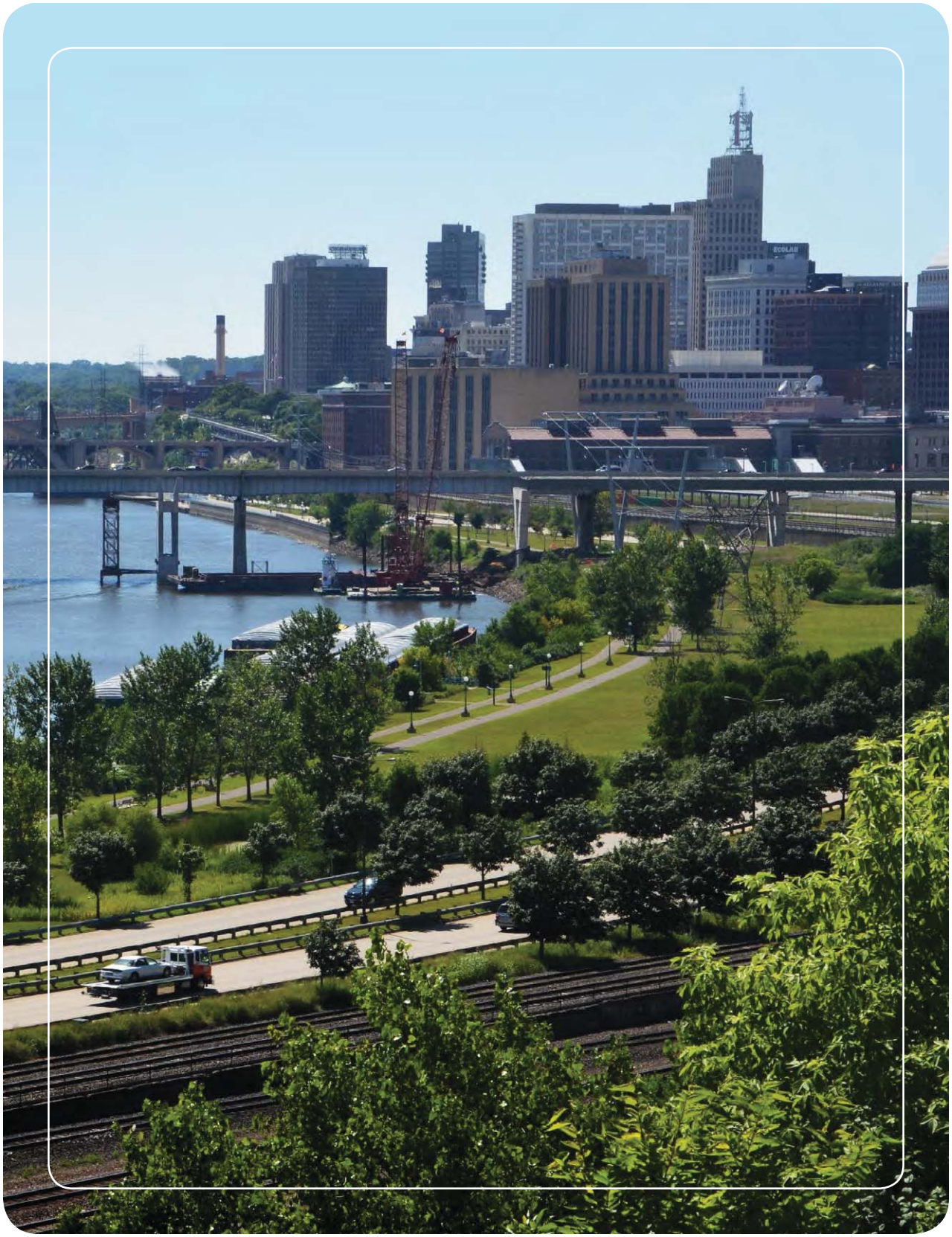
F12. Communities affected by aircraft noise should incorporate the Land Use Compatibility Guidelines for Aircraft Noise into their local comprehensive plans and ordinances.

In addition to safety, aircraft noise is an issue near airports, often extending farther into the community than safety zoning. The Council has adopted land use compatibility guidelines for aircraft noise as a preventative measure to help communities control noise sensitive land uses around airports. The definition and application of the guidelines is found in Appendix L along with the most recent noise contours for each airport.

In addition, the Council reviews the long-term comprehensive plans for each airport, including whether the airport plan is compatible with land use and environmental evaluation requirements concerning metro systems, and consistency with regional policies.

F13. Local governments should minimize potential general airspace hazards by adopting federal and state regulations regarding airspace and notifying potential developers of the need to submit FAA form 7460-1 regarding structure height near an airport.

Safety is the number one priority in the planning and providing aviation facilities and services. Local ordinances for all communities should control all proposed structures 250 feet or more above ground level to minimize potential general airspace hazards. Structures over 500 feet tall should be clustered, and no new structures over 1,000 feet tall should be built in the region unless they are replacements or provide for a function that cannot otherwise be accommodated. Local governments should notify the Federal Aviation Administration before approving permits for proposed tall structures.



Minnesota Valley Transit Authority

100 East Highway 13
Burnsville, Minnesota 55337

T: (952) 882-7500
F: (952) 882-7600

May 1, 2020

Metropolitan Council
Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
St. Paul, MN 55101

RE: 2020 Regional Solicitation Application for Transit Modernization of the Burnsville Transit Station - Elevator Installation

Dear Ms. Elaine Koutsoukos,

Minnesota Valley Transit Authority (MVTA) is applying for the 2020 Regional Solicitation for a transit modernization project at Burnsville Transit Station (BTS). The proposed transit modernization will consist of a multi-passenger elevator, backup power generator (including enclosure), and pedestrian crosswalk signage to provide customers with easier access to BTS's transit amenities.

BTS is located at 100 East Highway 13 in Burnsville, MN, and was built as a surface lot in 1995. In 1997, a parking deck was built to accommodate customer growth and this process was repeated in 2002 when a second deck was added. Today the site has 1300 parking spaces and annual ridership of just over one million. MVTA's request to add a multi-passenger elevator, backup generator (including storage enclosure), and pedestrian crosswalk signage is due to MVTA's growth and need to ensure safety for all customers.

MVTA is the second-largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota County and Scott County. We presently operate twenty transit stations and park and ride facilities in our service area. As the major transit provider for the southern metro area, MVTA is well aware of what is necessary to operate and maintain transit facilities. MVTA is committed to providing transit services through an efficient, integrated network of facilities and services.

Please feel free to contact me or email Nene Israel, Grants Management Analyst, at nisrael@mvta.com, if you have any questions.

Sincerely,

Luther Wynder

Luther Wynder
Chief Executive Officer

Minnesota Valley Transit Authority

2018-2022

Minnesota Valley Transit Authority

Strategic Plan

March 2018

Strategic Plan Summary

In the winter of 2017, the Minnesota Valley Transit Authority set out to create a dynamic blueprint for the growth of the agency for the next five years. With the help of Bolton & Menk, Inc., MVTA has created a plan that can be used to track progress and keep the wheels of the company moving on a path of continued success for years to come.

Conversations with key staff and board members at a Strategic Plan retreat identified five guiding principles for the agency: increase and strengthen partnerships; promote MVTA's brand; provide state-of-the-art, real-time information; prioritize customer support and feedback; and explore last-mile, special event, and other innovative services.

Specific goals were built on the framework of these principles. The four key goals include: service excellence, financial stability, community engagement, and innovative solutions. Each goal brings its own unique contribution to the agency while simultaneously supporting the others, steering the company in the right direction. The four goals will be explored in detail in the following pages.

This Strategic Plan is not a static, unchanging document; it is a living document that allows flexibility to develop work plans and adjust to external factors and customer needs. Goals, focus areas, and action items will help measure progress and influence decisions that are consistent with the agency's mission and vision. The plan may be updated periodically to address new challenges and needs.

A separate, dynamic list of departmental projects is included as a supplemental appendix to MVTA's Strategic Plan. Results and accomplishments of each project will allow MVTA to achieve the bigger picture goals and action metrics identified in the Strategic Plan.

our Mission

Connecting customers to desired destinations.

our Vision

Establish MVTA as the most connected transit agency through service, innovation, technology, and partnerships.

we are MVTA

Free public **Wi-Fi** on all buses

over **3.8 million** miles operated each year

2nd largest provider in MN

11,000+ daily boardings

2 counties
7 cities

20 transit stations and park & rides

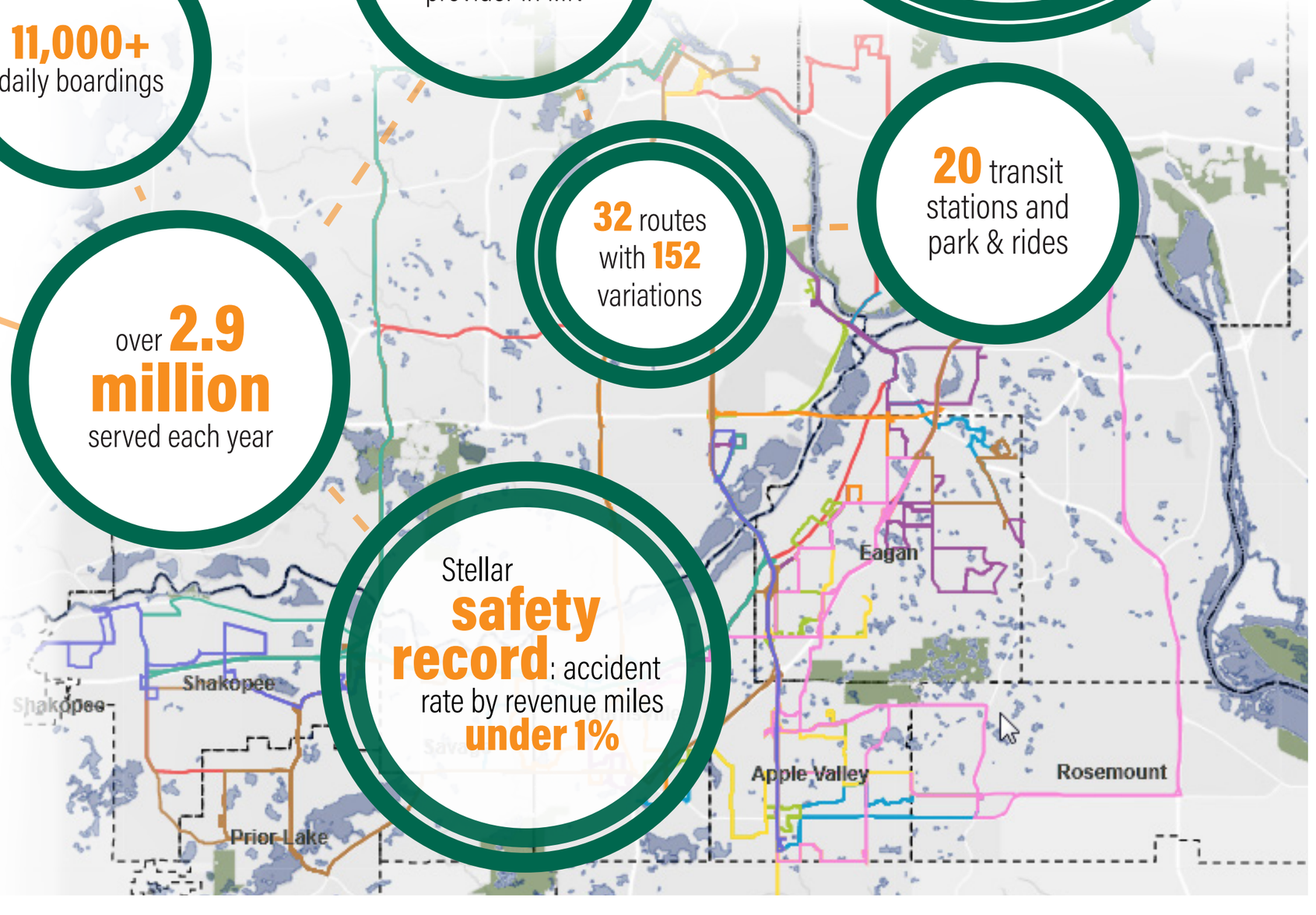
32 routes with **152** variations

over **2.9 million** served each year

164 buses

95.5% customer satisfaction rate

Stellar **safety record**: accident rate by revenue miles **under 1%**



Top 5 *Guiding Principles* for the next 5 years

#1 Increase & strengthen **Partnerships**

#2 Promote MVTA **Brand**

#3 Provide **Real-Time** Information

#4 Prioritize **Customer Support** & Feedback

#5 Explore Last-Mile, Special Event, & Other **Innovative** Services

Goal one

Service Excellence

"Combining leadership, teamwork, and problem solving to efficiently deliver safe, courteous, and reliable service."

Focus Areas & Actions

Improve and maintain safe, courteous, and reliable service to our customers.

- Ensure an on-time garage pull-out rate of 95%
- Provide courteous, helpful operators and clean vehicles and facilities
  - » Achieve and maintain 95% on-time performance for bus washing (interior and exterior)
  - » Conduct monthly review of performance against performance targets included in contracts
- Achieve 90% or above customer satisfaction rate
- Maintain a missed trip rate by revenue miles of less than 1%
- Maintain an accident rate by revenue miles of less than 1%
- Develop and maintain MVTA mobile app by 2020
- Develop new and meaningful ways for customers to contact MVTA
- Achieve and maintain high availability rate for public Wi-Fi amenity
- Achieve and maintain 90% compliance rate in the delivery of agency-wide technology services and support

Work with all stakeholders to ensure comprehensive transit network.

- Create a refreshed marketing plan based on the revised mission and vision to build awareness and education of MVTA services
- Work with businesses and cities to enhance service, including last-mile connections, and to grow ridership
  - » Meet with member counties once per year to identify transit needs
- Develop and enhance public and private partnerships
  - » Create outreach materials tailored to public and private partnership options
  - » Meet with local businesses to determine partnering opportunities, encourage transit-friendly development, and promote transit incentives
  - » Create an MVTA Partnership Working Group consisting of elected officials and stakeholders

Increase and strengthen partnerships.

- Collaborate with public/private partners to develop last-mile solutions
  - » Develop one new partnership per year
- Ensure connectivity with transportation organizations to meet diverse needs
  - » Meet annually with other transit providers, such as DARTS (Dakota County) and SmartLink Transit (Scott County), to discuss opportunities
- Explore ways to serve areas within Dakota and Scott counties that are currently under-served or without service
  - » Meet with member communities once a year to discuss service needs and opportunities

Goal two

Financial Stability

"Balancing long-term financial needs through cost control and service planning."

Focus Areas & Actions

Focus on planning and delivery of productive service.

- Manage costs and develop efficiencies
  - » Annually review costs against performance and provide recommendations for changes
- Perform comprehensive review and update of all existing and potential sources of funds by 2019
- Develop suite of MVTA services that adapts to changing community needs
  - » Actively assess route performance according to MVTA and/or regional standards
- Develop an annual agency project plan and share focus areas with MVTA Board
- Ensure compliance with Federal and State reporting requirements by completing reports inclusive of: Annual Financial Audits, National Transit Database reporting, and Minnesota Legislative Transit Report

Advocate for sustainable funding solutions.

- Actively inform legislators
  - » Meet with local area legislators at least once per year
- Partner with Metropolitan Council to develop funding strategies
  - » Meet with the Suburban Transit Association prior to each legislative session to discuss strategies and coordinate with the Metropolitan Council
- Work in conjunction with transit providers to promote a coherent, unified regional system
  - » Continue to work with the Suburban Transit Association to build regional partnerships

Explore all new potential funding and financing sources.

- Evaluate potential sources, develop a strategy, and then implement an action plan to increase MVTA's transit share for new grants and potential revenue sources
- Leverage public/private partnerships
  - » Increase collaboration with private businesses
- Diversify portfolio with grants, creative fares, funding programs, and bus and facility advertising
  - » Identify at least one new opportunity per year
- Evaluate the use of existing public Wi-Fi and customer facing station digital displays as a means to sell ad space

Goal three

Community Engagement

"Maximizing opportunities to increase awareness, build trust, and engage stakeholders."

Focus Areas & Actions

Promote MVTA brand

- Develop and implement a public relations campaign that focuses on the customers and the community by 2019
- Capitalize on co-branding opportunities two times a year
- Promote the MVTA brand through targeted marketing on a monthly basis

Answer the question "what can MVTA do for you?"

- Educate the public and stakeholders about the benefits of public transit at schools, senior centers, cities, etc
  - » Increase the number of transit fairs and informational events attended by MVTA representatives
- Reach out to employers, cities, and communities that have unfulfilled transit needs
  - » Engage local chambers of commerce or other advisory groups to discuss transit

Utilize social media to engage customers and the community

- Post regular route updates on social media platforms as soon as information is available
- Create and share surveys annually
- Actively monitor comments through the GIS Strategic Plan story map

Goal four
Innovative Solutions

"Developing tailored, industry-leading transportation solutions to meet diverse customer needs."

Focus Areas & Actions

Technology

- Deploy centralized reporting system by 2020
- Leverage data and business intelligence to improve efficiency
  - » Work to increase use of technology reports, such as data warehouse or Automatic Passenger Count, to find efficiencies and validate service decisions
- Analyze data to determine appropriate bus size for routes based on existing and future service needs
  - » Review ridership data by route annually to determine fleet needs
- Implement a fully integrated CAD/AVL system by 2022
- Continuously explore and implement ways to reduce costs and cut waste in infrastructure, service operations, and maintenance overhead using cloud and virtualization technologies
- Implement a centralized MVTA Operations Center to monitor and manage service
- Evaluate a minimum of one new or existing technology system a year for continuous improvement and deployment

Provide meaningful, real-time information.

- Deploy and enable integrated Real-Time Information System across MVTA facilities
- Post critical, timely information on website and digital channels within one hour of the incident and update plan for customer response during non-work hours
- Create communication tools as a means to provide and receive information, such as a mobile app, by 2020

Creatively embracing change

- Conduct comprehensive energy efficiency assessment of all facilities to identify potential long-term cost-savings
- Explore funding opportunities for zero-emissions replacement and expansion vehicles and charging systems
- Explore new special event services
  - » Develop a special event service plan by 2020
- Support the promotion of alternative transportation modes such as vanpool, carpool, bicycling, walking, and other active means
  - » Promote and provide educational information on alternative modes and regional services such as bikeshare, dial a ride, vanpool, MetroPass, and Guaranteed Ride Home

Acknowledgements

MVTA Board

William Droste, Chair
Clint Hooppaw, Vice Chair
Chris Gerlach, Secretary/Treasurer
Kevin Burkart
Bob Coughlen
Gary Hansen
Dan Kealey
Jon Ulrich
Jay Whiting

MVTA Staff

Luther Wynder, Executive Director
Jen Lehmann, Planning Manager
Richard Crawford, Public Information Manager
Tyre Fant, IT Manager
Steve LaFrance, Facilities Manager
Samantha Porter, Transportation Director
Dan Rudiger, Fleet Manager
Heidi Scholl, Procurement and Contract Manager
Lois Spear, Finance Director
Tania Wink, Finance Manager

Bolton & Menk, Inc.

Jane Kansier, Project Manager
Doug Abere, Facilitator/Quality Control & Assurance
Nicole Schmidt, Project Communication Specialist
Ashley Hudson, Planner/Public Engagement Specialist
Nick Meyers, GIS Project Manager

prepared by:

BOLTON & MENK

Real People. Real Solutions.

Minnesota Valley Transit Authority

100 East Highway 13
Burnsville, Minnesota 55337

T: (952) 882-7500
F: (952) 882-7600

May 6, 2020

Metropolitan Council
Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
St. Paul, MN 55101

RE: 2020 Regional Solicitation Application for Transit Modernization of the Burnsville Transit Station - Elevator Installation

Dear Ms. Elaine Koutsoukos,

Minnesota Valley Transit Authority (MVTA) is applying for the 2020 Regional Solicitation for a Transit Modernization project at Burnsville Transit Station (BTS).

The proposed project will consist of a multi-passenger elevator, backup power generator (including enclosure), and pedestrian crosswalk signage to ensure safety for all customers and easy access to the parking ramps.

Dakota County has agreed to consider funding a portion of the local match if the project is awarded. On that note – if Dakota County decides to not provide local match funds, MVTA will be taking full responsibility for providing the remaining portion or the entire local match portion.

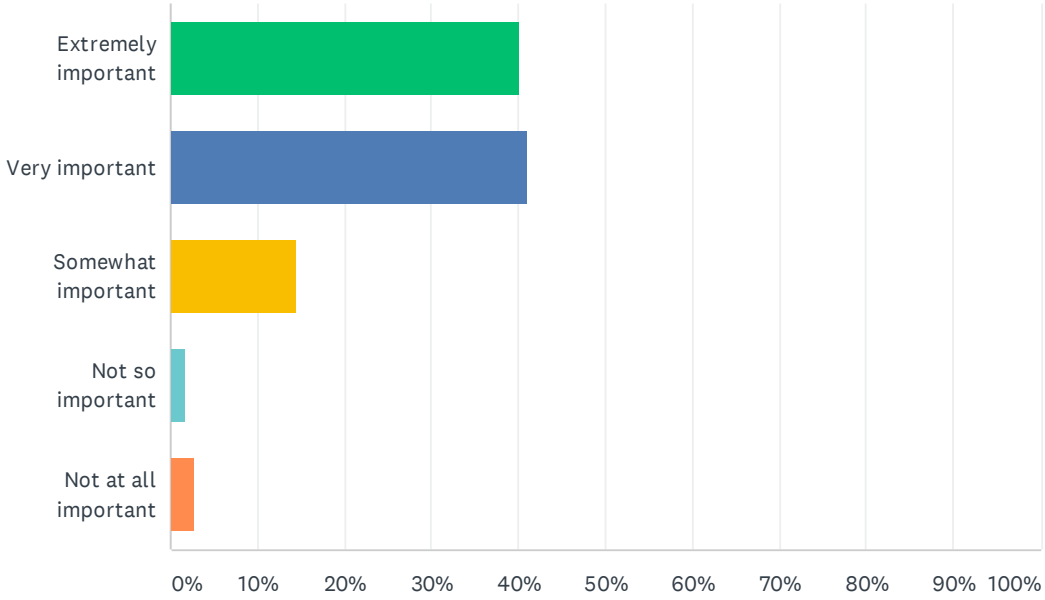
BTS is located at 100 East Highway 13 in Burnsville, MN, and was built as a surface lot in 1995. In 1997, a parking deck was built to accommodate customer growth and this process was repeated in 2002 when a second deck was added. Today the site has 1300 parking spaces and annual ridership of just over one million.

Sincerely,

Luther Wynder
Chief Executive Officer

Q1 How important is it to you that MVTA bus garages are in a state of good repair for the storage of buses and for fleet maintenance crews to keep the buses in good condition.

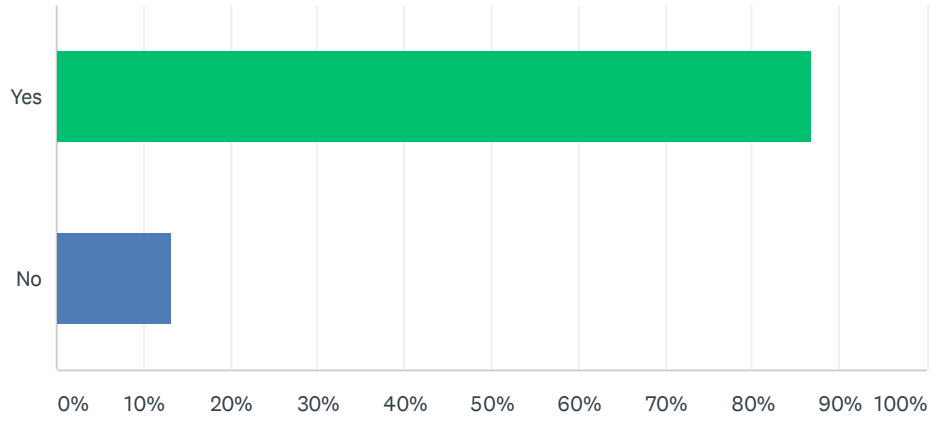
Answered: 251 Skipped: 0



ANSWER CHOICES	RESPONSES	
Extremely important	40.24%	101
Very important	41.04%	103
Somewhat important	14.34%	36
Not so important	1.59%	4
Not at all important	2.79%	7
TOTAL		251

Q2 Do you believe that areas of transit stations should be accessible as possible to everyone?

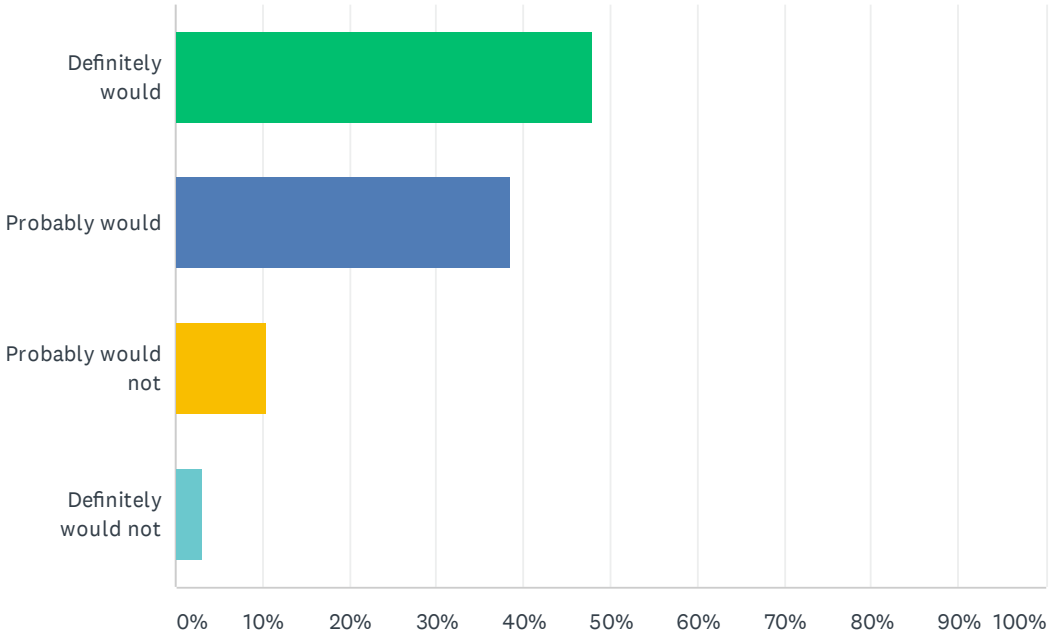
Answered: 251 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	86.85%	218
No	13.15%	33
TOTAL		251

Q3 Would you support having elevators on all multi-level parking ramps?

Answered: 250 Skipped: 1



ANSWER CHOICES	RESPONSES	
Definitely would	48.00%	120
Probably would	38.40%	96
Probably would not	10.40%	26
Definitely would not	3.20%	8
TOTAL		250