

Minnesota

Minnesota Statewide Multimodal Transportation Plan: 2012-2031



Statewide Connections

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V. STATEWIDE CONNECTIONS

MINNESOTA STATEWIDE POLICY PLAN

I. Statewide Connections

A. Enhance the movement of people and freight between regional trade centers (RTC) within Minnesota by providing efficient, multimodal transportation connections

1. The IRC System.

- a. MnDOT will work with transportation partners to maintain and enhance mobility on the IRC System.
 - i. Evaluate performance on IRCs and develop IRC improvements using context appropriate solutions; re-examine current corridor visions, and where appropriate and feasible, consider cost-effective solutions such as super-twos, High Occupancy Vehicle and Toll (HOV/HOT) lanes and/or dynamic shoulders to improve safety and mobility.
 - ii. Review and plan appropriate access modifications in urbanizing areas to address growth and safety needs.
 - iii. Guide future growth and planning where long-term corridor visions have been developed (improvements that go beyond performance targets). Improvements associated with these visions will be considered as priorities beyond the 2028 planning horizon.
 - iv. Coordinate IRC management strategies to ensure consistency between MnDOT districts, including the development of the future mobility vision for the TCMA.
 - v. Evaluate radial IRCs entering the TCMA to identify multimodal and Intelligent Transportation Systems (ITS) improvements with potential to enhance transit, carpool use, and real-time traveler information, maximize mobility and person throughput, and improve safety over the long-term. For example, an increased level of instrumentation on the corridors would provide for the ability to manage and respond to incidents more quickly and for improved communication with users. MnDOT will work with the Metropolitan Council, affected counties in the TCMA, and the counties surrounding the TCMA to reexamine and update the management strategies for radial IRCs.

- vi. Assess truck parking supply and demand along IRC radial routes approaching the TCMA and identify potential strategies to reduce peak hour truck usage; provide real-time parking strategies for potential freight users in IRC corridors.
 - vii. Enhance existing, isolated, signalized intersections to provide “truck priority” for mainline movements, thereby improving safety, and minimizing delays and user costs.
 - viii. Review and evaluate turn lane length on high-speed expressways (65 mph), high-speed two lane facilities (60 mph), and freeway ramp lengths to ensure safe operations. MnDOT will also review its policy for cross-street approach signing for interchanges to provide better advanced notice of interchange configuration.
2. Supplemental Truck Routes
 - a. MnDOT will work with local transportation stakeholders and freight industries to define a supplementary freight system in Greater Minnesota.
 - i. MnDOT will work with its transportation partners to identify candidates for truck routes to supplement the IRC System and develop performance measures.
 3. Regional Corridors
 - a. MnDOT will work with its transportation partners to maintain mobility on Regional Corridors.
 - i. MnDOT will continue to evaluate performance on the Regional Corridor system and work with its partners to prioritize needed improvements.
 4. Intercity Bus Services
 - a. MnDOT will work with intercity bus providers and communities to maximize coverage for cost-effective intercity bus services.
 5. Intercity Passenger Rail Services
 - a. MnDOT will evaluate issues, opportunities, and constraints for intercity passenger rail services and define state roles and responsibilities as part of the future state rail plan.
 - i. Potential benefits and costs of passenger rail need to be assessed, including potential service conflicts on existing high-volume, freight rail lines where passenger rail may be proposed.
 6. Greater Minnesota Air Service
 - a. MnDOT will work with local communities and airport officials to maintain and/or enhance scheduled air service as well as maintain and/or enhance local aviation facilities.

MNDOT STRATEGIC PLAN

- I. Mobility
 - A. Improve access and enhance the movement of people and freight
 - a. Maximize operations efficiency of Interregional Corridors.

MINNESOTA AVIATION SYSTEM PLAN

- I. Land Use
 - A. Support land use decisions that preserve mobility and enhance the safety of transportation systems

MINNESOTA COMPREHENSIVE STATEWIDE FREIGHT AND PASSENGER RAIL PLAN

- I. Freight Rail
 - A. Minnesota should develop a balanced multimodal freight system which can respond to increased regional and international economic competition, constrained highway capacity, environmental challenges, a diverse customer base, and rising energy costs
 - 1. Infrastructure
 - i. Continue to make improvements to the condition and capacity of Minnesota's primary railroad arterials to accommodate existing and future demand.
 - ii. Address critical network bottlenecks.
 - iii. Upgrade main line track (all Class I-III railroads) to 25 mph minimum speed, as warranted.
 - iv. Improve the network (all Class I-III railroads) to support the use of 286,000 pound railcars throughout.
 - v. Expand intermodal service access options throughout the State.
 - 2. Planning and Policy Development.
 - i. Maintain and ensure broad access to competitive freight rail services for shippers throughout the State.
 - ii. Better integrate rail into the public planning process.
 - 3. Existing Rail Programs
 - i. Build upon the existing Minnesota Rail Service Improvement Program (MRSI), including an increase in the maximum loan amount in excess of the current \$200,000 ceiling.
 - ii. Expand the Rail/Highway Grade Crossing program.
 - iii. Actively manage preserved rail corridors held in the State Rail Bank and evaluate for possible future transportation uses.

II. Passenger Rail

- A. Minnesota should develop a robust intrastate and interstate intercity passenger rail system which results in improved travel options, costs and speeds for Minnesota and interstate travelers
 - i. Continue to participate in the Midwest Regional Rail Initiative (MWRRI) and support the development of sustained 110 mph service for connections from the Twin Cities to Wisconsin and the Chicago Hub Network.
 - ii. Develop an intrastate intercity passenger rail network connecting the Twin Cities with viable service to major outlying regional centers.
 - iii. Connect all services eventually to both the new Minneapolis downtown terminal and St. Paul Union Depot.
 - iv. Advance corridors incrementally and simultaneously with MnDOT's support; sequencing depending on financing, ROW acquisition and agreements with freight railroads.
 - v. In Phase II, rail connections should be established to additional intercity and commuter rail markets in Wisconsin and Minnesota, and to an interstate/I-35 Corridor, Red River Valley, Eastern plains, and Canada.

STATEWIDE 20-YEAR HIGHWAY INVESTMENT PLAN

I. Statewide Connections

A. Planned Allocation

1. Allocate remaining funds for traveler safety, IRC mobility, greater MN regional and metro mobility, Twin Cities mobility and regional & community improvement priorities
 - a. Meeting performance targets for Interregional Corridors, despite increasing the number of interregional corridor miles falling below target speeds
 - i. Complete spot improvements to maintain mobility on several urban corridors in Greater Minnesota Trade Centers.
 - b. Optimizing throughput on the existing Twin Cities highway system
 - i. Complete several RCIP projects ranging from shoulder widening and intersection reconstruction to major expansion.

GREATER MINNESOTA TRANSIT INVESTMENT PLAN

1. To reduce unmet transit service needs by:
 - Understanding the needs of current transit customers and developing a profile of current riders using market research.
 - Determining total and unmet transit needs at the county level using technical analysis.
 - Building support for transit investment priorities through extensive public outreach throughout the planning process.
 - a. MnDOT's highest priority for Greater Minnesota service expansion is to establish service locations without any existing public transit (legislative mandate).

GREATER MINNESOTA TRANSIT PLAN

I. Mobility

A. Increase mobility for individuals and the workforce.

- i. Work to ensure that long-range public transit decisions in Greater Minnesota address future demographic shifts.

ST. CLOUD APO 2035 TRANSPORTATION PLAN

I. Investments

A. Maximize Transportation Investments for Movement of People and Freight

- a. Provide for system connectivity
 - i. Provide improved system connectivity.
 - ii. Provide additional system capacity.
 - iii. Address the most congested facilities.
 - iv. Advance investment strategies of the MN freight & passenger rail plan.
 - v. Provide improved system connectivity & improved system capacity.

II. Multi-Modality

A. Promote and Support Multi-Modal Solutions

- a. Take into account transportation systems across all modes and users including air, freight & passenger rail, truck freight, transit, bike/pedestrian.
 - i. Invest in multi-modal solutions including bike, pedestrian & transit.
 - ii. Choose transportation solutions that incorporate multiple modes and minimize SEE impacts.

METROPOLITAN COUNCIL 2030 TRANSPORTATION PLAN

A. Investments in Regional, National and Global Connections

1. The Metropolitan Council, MnDOT and other agencies will pursue transportation investments that will strengthen the Twin Cities connections with other regions, the nation and other countries and contribute to the economic development and competitiveness of the Twin Cities region.
 - a. Interregional and National Highway Connections
 - i. MnDOT, the Council and other agencies will pursue a strong and efficient highway system that connects travelers and freight with other regions in Minnesota and other states.
 - b. Intercity Passenger Rail and Bus Connections
 - i. MnDOT, the Metropolitan Council and other agencies will pursue improved regional and national connections using alternative transportation modes such as intercity passenger rail (including high-speed rail) and bus service.

- c. Freight Connections
 - i. MnDOT, the Metropolitan Council and other agencies will pursue improved freight connections between the Twin Cities and other regions through improved state highways, interregional rail service, a strong air freight system and the Mississippi River system.
- d. Connections by Air
 - i. The Metropolitan Airports Commission (MAC), the Metropolitan Council, MnDOT and other agencies will work to maintain a strong airport system, including maintaining the Minneapolis-St. Paul airport as a major passenger hub.

II. Highway System

A. Highway Planning

- 1. The Council, MnDOT, and local governments will plan the Metropolitan and Regional Highway Systems and local roads to provide a cost-effective, multimodal and safe roadway system that reflects the needs of a growing population and economy.
 - a. Coordination with Adjacent Counties
 - i. The Council will work cooperatively with MnDOT, adjacent area transportation partnerships and local units of government to support connections between the Metropolitan Highway System and the counties surrounding the seven-county metropolitan area.

B. Highway System Management and Improvements

- 1. The Metropolitan Highway System and "A" minor arterial system will be managed and improved to provide for maximum person throughput, safety and mobility using existing facility capacity, pavement and right-of-way where feasible.
 - a. Highway Expansion
 - i. Strategic capacity expansion projects can mitigate congestion in the region. Because of financial constraints, however, highway expansion projects should not be implemented at the expense of system preservation and management.

III. Other Surface Transportation

A. Providing for Regional Freight Transportation

- 1. The region will maintain an effective and efficient regional freight transportation system to support the region's economy.
 - a. Freight Terminal Access
 - i. The Council will work with its partners to analyze needs for freight terminal access.
 - b. Congestion Impacts on Freight Movement
 - i. The Council will work to reduce the impacts of highway congestion on freight movement.

B. Providing Pedestrian and Bicycle Travel Systems

1. The Council, state, and local units of government will support efforts to increase the share of trips made by bicycling and walking and develop and maintain efficient, safe and appealing pedestrian and bicycle transportation systems.
 - a. Interjurisdictional Coordination
 - i. The Metropolitan Council, along with local and state agencies, will coordinate planning efforts to develop efficient and continuous bikeway systems and pedestrian paths, eliminate barriers and critical gaps and ensure adequate interjurisdictional connections and signage.

IV. Aviation

A. Aviation and the Region's Economy

1. Availability of adequate air transportation is critical to national and local economies in addressing globalization issues and airline alliances that have increased competition and the need for improved international market connectivity.
 - a. Air Cargo Service
 - i. The MAC should pursue provision of air cargo infrastructure and air service for the region with direct air freight connections to import/export markets providing trade opportunities for the region's economy.
 - b. Provide State-of-the-Art Facilities
 - i. 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 and provide additional jobs, thereby enhancing the region's economy.
 - c. Competition and Marketing
 - i. Decisions by aviation partners on provision of facilities and services to improve regional economic capabilities, should be based upon periodic updating and refinement of airport economic impact studies and surveys, a MAC commercial air-service competition plan and on-going airport marketing efforts.

B. Air and Surface Access to Region's Airports

1. Provision of adequate local access by air service providers and system users to the region's airports is essential to realizing the advantages of air transportation to the region's businesses and citizens.
 - a. Use of Technology
 - i. Airport sponsors should provide facilities that are safe and secure, affordable and technologically current for all facets of the aviation industry.
 - b. User Friendly
 - i. Airport sponsors and service providers should make flying convenient and comfortable for everyone using regional aviation facilities.
 - c. Airport Service Area Access
 - i. The Council will work with MnDOT, counties and airport sponsors to achieve high-quality multimodal ground accessibility, appropriate to the airport's role and function, to all portions of each airports service area within regionally defined travel times.

DIRECTIONS 2035 DULUTH-SUPERIOR LONG RANGE TRANSPORTATION PLAN

I. Economic Vitality

A. Develop and maintain the transportation system in ways that support economic productivity, efficiency and competitiveness

1. Increase freight activity

a. Increase freight activity in the Twin Ports across all modes of transportation (truck, rail, air and water).

i. Promote recommendations from previous studies; revisit & update (Freight Study, Port Land Use Plan, Metro Rail Plan, & Airport Land Use Study).

ii. Advocate for harmonization of national and state regulations (e.g., weight limits, ballast water regulations, etc.)

2. Increase passenger trips

a. Increase the number of passenger trips to and from Duluth-Superior metro area.

i. Support the local airports in efforts to improve operations and incentives for passengers.

ii. Engage regional transit agencies in coordinating efforts to improve ridership.

iii. Advocate for passenger rail service to/from the Twin Cities.

iv. Assist jurisdictions in planning for rail connections.

II. Network integration

A. Integrating transportation facilities to provide effective transfer of people and goods from one mode of transportation to another

1. Increase intermodal facilities for people

a. Increase the number of intermodal facilities in the area for transferring people between modes (e.g., multi-modal terminals, park & ride lots, bike stations).

i. Assist the DTA in establishing a new multi-modal downtown transit terminal.

ii. Promote the recommendations of the MIC's Downtown Duluth Modal Connections Study.

iii. Advocate for stronger transit connections to area airports.

2. Increase intermodal facilities for freight

a. Increase the number of intermodal facilities in the area for transferring freight between modes (e.g., rail-to-truck facilities).

i. Promote recommendations of the Northern MN-Northwest WI Regional Freight Plan.

ii. Work with area businesses to identify needs.

iii. Identify and inventory suitable locations for multi-modal facilities.

iv. Assist jurisdictions in finding and applying for funds available for multi-modal improvements.

III. Efficient operations & management

- A. Ensure the efficient operation and maintenance of the transportation system to optimize the movement of people and goods throughout the metro area
 - 1. Reduce intermodal conflicts
 - a. Reduce the number of operational conflicts between modes
 - i. Include the MIC in timely reviews of site plans for new developments
 - ii. Promote recommendations from the Northern MN-Northwest WI Regional Freight Plan; Duluth-Superior Metropolitan Rail Study; and the Duluth Airport Land Use Plan.

2035 LA CROSSE AND LA CRESCENT METROPOLITAN AREA TRANSPORTATION PLAN

I. Themes

- A. Provide a safe, convenient, efficient, and economical multimodal transportation system that meets the needs of citizens, businesses, and visitors, including transit-dependent and disabled citizens.
- B. Ensure the safe, efficient and economical movement of goods within and through the region.
- C. Promote a safe and efficient roadway system that promotes economic prosperity, improves local and regional connections, utilizes innovative operations, and preserves and enhances existing facilities.

II. Engineering

- A. Design and operate roads to a standard that provides an efficient and safe travel environment for all users (exclusive of user behavior)
 - i. Identify the infrastructure needs of freight operators in the region.

FARGO-MOORHEAD METROPOLITAN TRANSPORTATION PLAN

- 1. Maintain and improve the region's economic competitiveness
 - a. Maintain and improve efficient freight movement
 - i. Protect operational capacity of interstate highways in the metro area.
 - ii. Build and maintain relationships with area businesses to increase the understanding of their freight needs.
 - iii. Establish land development requirements that ensure adequate transportation planning and roadway design for truck stop/truck service developments.
 - iv. Support the growth of regional intermodal freight capacity.
 - v. Support recommendations of the 2009 Western Minnesota Freight Study.
 - b. Develop and maintain roadway connectivity that is appropriate for the facility type and land-use environment
 - i. Identify future potential river, interstate, and railroad bridge crossing locations and preserve right of way.
 - c. Help attract growth sector businesses
 - i. Develop and maintain access to competitively-priced, reliable, and business friendly air service to the F-M area.

ROCHESTER COUNCIL OF GOVERNMENTS TRANSPORTATION PLAN

I. Support Regional Industry and Business

- A. Support regional industry and business and provide area residents with high quality commercial transportation services
 - a. Expand the services provided by Rochester International Airport to the region
 - i. Attract additional passenger and air cargo service to Rochester International Airport (RST).
 - ii. Provide economical ground transportation for all customer markets between Rochester International Airport and developed areas of Rochester
 - iii. Provide adequate landside access to meet the activity needs of Rochester International Airport.
 - b. Improve high speed ground transportation alternatives in the region
 - i. Continue to support development of intercity high speed rail service to Rochester.
 - ii. Work with MnDOT to implement the 2009 Statewide Freight and Passenger Rail Plan and to secure funding through the federal funding programs for high speed rail initiated in the 2009 American Recovery and Reinvestment Act of 2009.
 - iii. Identify a preferred location for a high speed passenger rail terminal in the Rochester area.
 - c. Provide strategic direction for future rail cargo service in the region
 - i. Identify, in cooperation with regional rail and port operators, the local business community, and other interested transportation agencies, potential economic opportunities that would support current or expanded rail freight service in the Rochester region.
 - d. Target customers of the hospitality and recreation industries with new or upgraded facilities and services
 - i. Support recreation and tourism through development of the regional trail system.
 - e. Facilitate intermodal transfer of goods and passengers
 - i. Insure adequate highway access and truck route service to all intermodal terminals.
 - ii. Develop planning & investment indicators for use in monitoring the need to complete a Regional Intermodal Truck Freight Terminal Study for the Rochester economic region.

II. Design

- A. Design the transportation system to meet functional and structural demands safely, efficiently and effectively
 - a. Manage the transportation system to reflect travel markets and to satisfy user expectations
 - i. Emphasize efficient interregional or cross-town transportation flows for all modes of travel.
 - b. Facilitate the movement of people to jobs, schools, health care, shopping, services and places of culture or recreation
 - i. Strive to meet the following minimum service goals for major highway system: 1) Preserve adequate capacity to meet current and projected demand for passenger and freight travel; 2) Preserve reasonable levels of mobility along all major highway corridors.

III. Commercial Transport Services

- i. ROCOG should coordinate with MNDOT, Olmsted County and local jurisdictions to finalize an investment plan for a year-round 10 Ton County State Aid Highway network.
- ii. ROCOG in cooperation with state and county officials should complete a Truck Route Study for the purpose of identifying specific safety, operational or routing deficiencies on the truck route network which can be used to formulate a Truck Route Capital Improvements initiative.
- iii. Efforts should be made through the joint efforts of jurisdictions to increase the attractiveness of routes that could serve as diversionary routes around the Rochester CBD for heavy truck traffic traveling north/south through the city of Rochester on TH 63.

IV. Air Travel

- i. ROCOG and local jurisdictions should continue to coordinate with Rochester International Airport (RST) on planning and project development activities to ensure the facility may be expanded as needed to meet regional air travel needs. This includes completion of the Rochester International Airport/TH 63 South Subarea Transportation Study and follow-up environmental and right of way protection work.

V. Freight Rail Service

- i. MNDOT, Olmsted County and affected cities should develop design plans for the elimination of at-grade railroad crossings on major thoroughfares within a 24 to 36 month time period if the Powder River Basin project is approved in order to be in a position to work with the CP and other potential funding agencies on programming of future construction needs in a timely manner.
- ii. Should the Powder River Basin project proceed, final analysis of all low volume at-grade rail crossings should proceed to determine which crossings can be feasibly closed based on the availability of suitable alternative routes.
- iii. ROCOG should monitor and assist in coordinating regional public participation efforts pursued by other public and private sector entities related to freight rail traffic, and assist in developing and coordinating regional responses to studies undertaken by others.

VI. Street/Highway Network

1. Corridor Preservation

- i. ROCOG through its Technical Study Committee should prepare and update periodically a list of corridor and should seek funding through state and local partners to initiate and complete corridor preservation guidelines.

VII. Bicycle and Pedestrian Travel

1. Bikeway Plan Coordination

- i. ROCOG should continue its participation in the Southeast Minnesota Association of Regional Trails (SMART) to foster joint planning on a regional basis, to ensure that state, county and local transportation plans are in agreement with local needs recognized in state plans, and that non-motorized corridors are coordinated across jurisdictional boundaries.