



## TWIN CITIES MOBILITY

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## VI. TWIN CITIES MOBILITY

### MINNESOTA STATEWIDE POLICY PLAN

#### I. Twin Cities Mobility

A. Provide mobility and address congestion in the Twin Cities by optimizing use of the existing system and making strategic capacity investments in both highways and transit

##### 1. Approach for Twin Cities Mobility

a. The Metropolitan Council and Mn/DOT will jointly pursue with other regional partners an approach to mobility in the Twin Cities that leverages existing resources for all available transportation modes in order to optimize mobility.

##### 2. Innovative Solutions

- a. Mn/DOT will take an innovative approach to optimizing performance of the existing system including the use of existing lanes, shoulders and right-of-way.
- i. Pursue lower-cost, high-benefit projects where they can effectively address congested locations, maintain and/or improve safety, and be implemented more quickly than full-scale projects. These projects may include dynamic shoulders, auxiliary lanes and/or other geometric improvements that require limited reconstruction and/or right-of-way. They also include expanded use of advanced signal technology and increased frequency of signal retiming to improve efficiency of key arterial corridors.
  - ii. Work with regional transportation partners to pursue advantages for transit including highly-coordinated, multimodal projects (similar to UPA), where transit riders and/or carpoolers can be effectively served using transit, High Occupancy Vehicle (HOV) or HOT facilities, and/or priced dynamic shoulders. This will include working with the Metropolitan Council and other transit providers to better integrate highway and transit systems and their linkages to land use.
  - iii. Work to further refine its operational standards and procedures for managing traffic flow including response to incidents and other events. This will include work with emergency services, enforcement, and tow operators to reduce incident clearance times and provide quick responses to stalls and/or other lane blocking events.

- iv. Expand its freeway monitoring and management systems including metering systems to match congested freeway locations on key radial corridors beyond the beltway. This will also include enhanced real time traveler information. These systems will improve incident response times and better manage travel demands during peak periods on these key corridors.
  - v. Work with regional transportation partners to develop a person throughput measure as one of the multimodal performance measures for the system. As this measure is developed, thought should be given to the quality and quantity of person throughput across modes.
  - vi. Promote a broad range of Transportation Demand Management (TDM) initiatives that help lessen congestion in the region. This includes such things as parking pricing, carpooling, vanpooling, transit, bicycling, and walking as well as flexible work arrangements to travel during off-peak times. Mn/DOT will continue to work with local units of government and transportation management organizations (TMOs) to encourage and recruit employees, building owners and businesses to consider implementing TDM strategies. For example, Mn/DOT, with assistance from its transportation partners, is embarking on an intensive telework project called eWorkPlace as part of the UPA project for I-35W. The intent of this project is to reduce peak-period travel demand in the corridor as well as throughout the region. The successful aspects of this project should be expanded region wide to other applicable corridors. These strategies should incorporate ways to use new technologies and innovation to improve communications with users to proactively manage weather-related events, expand user access to real-time traffic information, and improve trip planning through web technologies.
3. Strategic Capacity Improvements
    - a. Mn/DOT will work with the Metropolitan Council and other partners to identify strategic highway capacity and access improvements that will support the economy and planned growth of the region.
  4. Metro Transit Plan
    - a. The Metropolitan Council with support from regional partners will implement the Metropolitan Council's 2030 Transit Master Study. Mn/DOT will support these efforts where appropriate.
      - i. Mn/DOT will continue to work with its partners to enhance transit advantages.
  5. Freight Movements
    - a. Mn/DOT will work with its transportation partners to investigate barriers to freight movements and their potential solutions.
      - i. Mn/DOT will work to manage the current highway system to improve travel-time reliability through a combination of strategic investments, transportation demand management, and operational controls that seek to smooth flows and improve throughput.
      - ii. Mn/DOT will work jointly with the Metropolitan Council, local units of government and private sector transportation partners to conduct a Metro Freight Study that investigates freight flows, options for improving connections to intermodal terminals, and options for truck staging on the periphery of the metropolitan area which have potential to improve efficiency of overall highway operations during the peak travel periods.

- iii. Mn/DOT will also work with these groups to support the investigation of other modes that could demonstrate reduced truck usage on the state highway system.
- 6. Bicycle and Pedestrian Systems
  - a. Mn/DOT, the Metropolitan Council, and local units of government will support efforts to increase the share of trips made by bicycling and walking in the Twin Cities and develop and maintain efficient, safe and appealing pedestrian and bicycle transportation systems.
    - i. The Metropolitan Council, Mn/DOT, other state, and local units of government will continue to work together to fund, plan, and build a system of interconnected bicycle and pedestrian facilities.
    - ii. The partners will continue working toward connecting these facilities to transit and making them accessible to people of all physical abilities.

## **MN/DOT STRATEGIC PLAN**

### **I. Mobility**

- A. Improve access and enhance the movement of people and freight
  - a. Ease congestion, reduce commute times and improve the quality of life and economic well-being of all Minnesotans.
  - b. Promote mass transit and use all modes for improving mobility and accessibility in the Metro and in Greater Minnesota.

## **ITS ARCHITECTURE PLAN**

### **I. Efficiency & Capacity**

- A. Increase Operational Efficiency and Capacity of the Transportation System
  - 1. Reduce overall delay associated with congestion
    - a. O-4 Reduce incident clearance time.
    - b. O-15 Reduce emergency/incident response time.
    - c. O-16 Enhance emergency/incident response effectiveness.
    - d. O-24 Reduce congestion and delay.
    - e. O-26 Maintain smooth traffic flow.
    - f. O-27 Reduce incident detection and verification time.
  - 2. Increase average vehicle occupancy and facility throughput
    - a. O-28 Increase transit ridership.
    - b. O-29 Enhance transit operations efficiency.
    - c. O-30 Increase carpoolers.
    - d. O-31 Increase throughput of roadways.
  - 3. Reduce delays due to work zones
    - a. O-4 Reduce incident clearance time.
    - b. O-24 Reduce congestion and delay.

c. O-26 Maintain smooth traffic flow.

## II. Mobility, Security, Convenience & Comfort

### A. Enhance Mobility, Security, Convenience and Comfort for the Transportation System.

1. Reduce congestion and incident-related delay for travelers
  - a. O-4 Reduce incident clearance time.
  - b. O-15 Reduce emergency/incident response time.
  - c. O-16 Enhance emergency/incident response effectiveness.
  - d. O-24 Reduce congestion and delay.
  - e. O-26 Maintain smooth traffic flow.
  - f. O-27 Reduce incident detection and verification time.
  - g. O-34 Enhance parking facility services and management.
2. Improve travel time reliability
  - a. O-24 Reduce congestion and delay.
  - b. O-26 Maintain smooth traffic flow.
3. Increase choice of travel modes
  - a. O-33 Keep travelers informed of travel conditions.
  - b. O-35 Inform travelers of travel mode options.
4. Reduce stress caused by transportation.
  - a. O-24 Reduce congestion and delay.
  - b. O-29 Enhance transit operations efficiency.

## III. Economic Productivity

### A. Enhance the Present and Future Economic Productivity of Individuals, and Organizations and the Economy as a Whole.

1. Reduce travel time for freight, transit and businesses
  - a. O-24 Reduce congestion and delay.
  - b. O-26 Maintain smooth traffic flow.
  - c. O-29 Enhance transit operations efficiency.
  - d. O-33 Keep travelers informed of travel conditions.
2. Improve the efficiency of freight movement, permitting and credentials process
  - a. O-33 Keep travelers informed of travel conditions.
  - b. O-36 Enhance asset and resource management.
  - c. O-37 Enhance credential process automation.
  - d. O-38 Reduce freight movement delays due to inspection.
3. Improve travel time reliability for freight, transit and businesses
  - a. O-26 Maintain smooth traffic flow.
  - b. O-29 Enhance transit operations efficiency.

- c. O-33 Keep travelers informed of travel conditions.
  - d. O-38 Reduce freight movement delays due to inspection.
- IV. Energy Consumption, Environmental Impacts & Costs
- A. Reduce Energy Consumption, Environmental Impacts and costs of Transportation.
    - 1. Reduce negative impacts of the transportation system on communities
      - a. O-14 Reduce violation of traffic laws.
      - b. O-28 Increase transit ridership.
      - c. O-30 Increase carpoolers.
      - d. O-44 Reduce environmental impacts of de-icing material use.

## 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. Implement state-of-the-art traffic control and safety systems.
    - 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 Mn/DOT'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.

### **II. Twin Cities Mobility**

#### **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. Optimizing throughput on the existing Twin Cities highway system
    - i. Complete several RCIP projects ranging from shoulder widening and intersection reconstruction to major expansion.

### **III. Greater Minnesota Metropolitan & Regional Mobility**

#### **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. Optimizing throughput on the existing Twin Cities highway system
    - i. Complete several RCIP projects ranging from shoulder widening and intersection reconstruction to major expansion.

## **METROPOLITAN COUNCIL 2030 TRANSPORTATION PLAN**

### **I. Transportation System Investment**

#### **A. Prioritizing for regional transportation investments**

1. The priorities for regional transportation investments are to adequately preserve, operate and maintain existing transportation systems and to make additional transportation investments on the basis of need and demand consistent with the policies, strategies and priorities of this policy plan and the Regional Development Framework.
    - a. Highway System Investments
      - i. After preservation, operations and maintenance, the second priority for highway system investments is to effectively manage the system and third is expansion that optimizes the performance of the system.
    - b. Transit Capital and Operating Investments
      - i. After preservation, operations and maintenance of the existing transit system, regional transit capital and operating investments will be made to expand the local and express bus system and develop a network of rail and bus transitways to meet the 2030 goal of doubling transit ridership and 2020 goal of a 50% ridership increase.
    - c. Bicycle and Pedestrian Investments
      - i. The Council will encourage roadway and transit investments to include provisions for bicycle and pedestrian travel. Funding priority for separate bicycle and pedestrian improvements will be based on their ability to accomplish regional transportation objectives for bicycling and walking.
    - d. Multimodal Investments
      - i. Criteria used by the region to prioritize projects for federal funding will encourage multimodal investments. Examples of such investments include bus-only shoulders, high-occupancy vehicle and high-occupancy toll (HOV/HOT) lanes, priced dynamic shoulder lanes, HOV bypasses at highway interchanges, bicycle and pedestrian connections to transit stations and corridors and rail/truck intermodal terminals.
- B. Investments in Regional Mobility
1. The Council recognizes that congestion will not be eliminated or significantly reduced in the Metropolitan Area. Therefore, to maximize regional mobility, congestion and demand must be managed to the extent possible and alternatives to congestion provided where feasible.
    - a. Congestion Management Process
      - i. The Council, working with Mn/DOT, has developed the Transportation Policy Plan as the Congestion Management Process (CMP) to meet federal requirements. The CMP incorporates and coordinates the various activities of Mn/DOT, transit providers, counties, cities and TMOs to increase the efficiency of the multimodal transportation system, reduce SOV use, and provide lower-cost / high-benefit safety and mobility projects, where feasible.
    - b. Apply Person Throughput as a Performance Measure
      - i. The region's highway system will be operated, managed, and improved to maximize usage of existing facility capacity, pavement, and right-of-way and to increase people-moving capacity as measured by person throughput.
    - c. Provide Alternatives to Congestion
      - i. The region will continue to develop and implement a system of bus-only shoulders and managed lanes (i.e., high-occupancy toll (HOT) lanes and priced or non-priced dynamic shoulder lanes) to achieve travel time savings by providing alternatives to traveling in congested highway conditions.

- d. Travel Demand Management Initiatives
  - i. The region will promote a wide range of Travel Demand Management (TDM) initiatives that help to avoid and manage congestion. The initiatives will be responsive to changing attitudes and the economy to help reduce automobile use, especially during the most congested times of the day. Local and regional TDM efforts will focus on employment centers and corridors with significant investments in multimodal options (e.g., managed lanes).
- e. Parking Pricing and Availability
  - i. The Council will continue to work with its TDM partners to help define the relationship of parking supply (including minimum/maximum requirements), demand, location, and cost relative to the use of SOVs versus transit and other modes.
- f. Promoting Alternatives
  - i. The Council and its regional partners will promote and market transportation choices that allow travelers to avoid and help manage growth in congestion by riding transit, bicycling, walking, vanpooling and carpooling, or using managed lanes.
- g. Alleviate Highway Construction Impacts
  - i. The Council, regional transit providers, and TMOs will work with Mn/DOT and local units of government to determine where and when transit service improvements and TDM actions may be appropriate to alleviate traffic delays and impacts related to highway construction.
- h. Monitor Congestion Mitigation
  - i. Mn/DOT, working with the Council and other partners, will monitor and evaluate, through the CMP, the spectrum of congestion mitigation and avoidance actions put in place in the region and modify future investments accordingly.

## II. Highway System

### A. Highway Planning

1. The Council, Mn/DOT, 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. Planning in the Context of Congestion
    - i. The Council, Mn/DOT and local units of government will plan for the Metropolitan Highway System with the understanding that congestion will not be eliminated or significantly reduced. However, congestion should and can be mitigated if travel alternatives are provided, travel demand patterns are changed and appropriate land use configurations are implemented.
  - b. Multimodal System
    - i. The Council, Mn/DOT, local governments and transit providers will plan for and implement a multimodal roadway system. Highway planning and corridor studies will give priority to alternatives that include high-occupancy vehicle (HOV) and managed lanes (high-occupancy toll (HOT) lanes, bus-only shoulders, priced dynamic shoulder lanes) and other transit advantages that help mitigate congestion.
  - c. Optimize Metropolitan Trunk Highways

- i. The Council, working with Mn/DOT, will define the most cost-effective techniques and types of projects to optimize the performance of the highway system as measured by person, rather than vehicle, throughput. Optimization techniques and projects will maximize utilization of existing system capacity, pavement and right-of-way and may include, but are not limited to, managed lanes such as high-occupancy vehicle and toll (HOV/HOT) lanes, bus-only shoulders and priced dynamic shoulder lanes.
    - d. Congestion Management Process
      - i. A Congestion Management Process (CMP) that meets federal requirements is included in this plan (Chapter 5 Regional Mobility). The CMP incorporates and coordinates the various activities of Mn/DOT, transit providers, counties, cities and Transportation Management Organizations (TMOs) in increasing the efficiency of the multimodal transportation system, reducing vehicle use and providing lower-cost safety and mobility projects where feasible.
    - e. Interconnected Roadway Network
      - i. Local and county governments shall plan a system of multimodal interconnected collector roads and minor arterials to serve short and medium-length trips.
- B. Preserve, Operate and Maintain the Metropolitan Highway System
  - 1. A high priority for the region is to continue focusing highway investments toward the safe operation, preservation and maintenance of the Metropolitan Highway System.
    - a. Budget for Preservation
      - i. Mn/DOT should regularly budget adequate resources for existing facilities preservation, operations and maintenance to fully utilize the design life and minimize the investment required over the life-cycle of facilities.
    - b. Diversified Investments
      - i. Mn/DOT should strive to meet its preservation performance targets while also recognizing the need for a diversified investment plan that allows for safety and congestion mitigation so as to optimize system performance.
    - c. Integrate Preservation with Congestion Mitigation and Safety
      - i. Mn/DOT should regularly review planned preservation and maintenance projects to determine if there are opportunities to include lower-cost congestion mitigation and safety improvements.
- C. 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. Investments in Managing the Highway System
      - i. After preservation, operations and maintenance, investments to manage and optimize performance of the highway system and improve safety are the region's next highest priority.
    - b. Embracing Technology
      - i. The Council and Mn/DOT will use and implement cost-effective technology solutions to manage and optimize the performance of the existing highway system as measured by person throughput.

- c. Affect Travel Patterns
  - i. The Metropolitan Highway System should be managed with the understanding that congestion may be mitigated with greater efficiencies in the highway system performance and changes in travel patterns.
- d. Optimize Highway System Performance
  - i. Mn/DOT and the Council will implement techniques to optimize performance of metropolitan highway facilities as measured by person throughput. These optimization projects will maximize use of existing facility capacity, pavement and right-of-way and may include, but are not limited to, implementation of HOV and HOT lanes, priced dynamic shoulders and other roadway pricing initiatives, freeway ramp meters with HOV bypasses, and bus-only shoulders.
- e. Access Management
  - i. State, county and local governments will manage access to the Regional Highway System. The capacity, safety, and utility of principal and "A" minor arterials are dictated in large part by how access to these roadways is provided and managed. Managing the location and design and new or reconstructed street and driveway connections to these arterials is a key strategy to preserve the existing capacity and enhance the safety of these roadways. Managing access consistently throughout the system will require a cooperative effort among Mn/DOT, counties, cities and townships. (See Appendix D and E).
- f. Pricing:
  - i. The Council supports roadway pricing, including HOT lanes and priced dynamic shoulder lanes, to provide an alternative to congestion and will consider implementing pricing on any expansion project.
- g. 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. Transit System

#### A. Transit System Planning

- 1. Regional transit providers should plan, develop and operate their transit service so that it is cost-effective, reliable and attractive, providing mobility that reflects the region's diverse land use, socioeconomic conditions and travel patterns and mitigating roadway congestion with the goal of doubling regional transit ridership by 2030 and a 50% increase in ridership by 2020.
  - a. Transit Services Tailored to Diverse Markets
    - i. Diverse transit markets need different transit service strategies, service hours, operating frequencies, and capital improvements. To tailor transit service to these diverse market needs, regional transit providers will follow the standards and service delivery strategies as outlined in Appendix G: Transit Market Areas and Service Standards.
  - b. Transit Service Options
    - i. Transit providers will pursue a broad range of transit service options and modes to match transit services to demand.

- c. Transit Centers and Stations
    - i. Regional providers will plan and design a transit network that utilizes Transit Centers and Stations to connect various types of transit service options. Transit Centers and Stations will also link transit to local land use and enable the network to provide efficient service to a wider geographic area through timed transfers.
  - d. Park-and-Rides
    - i. Transit providers will work with cities to expand regional park-and-ride facilities to support service expansion as expected growth occurs within express corridor areas and along dedicated transitways.
  - e. Underrepresented Populations
    - i. Regional transit providers will continue to ensure their transit planning fairly considers the transit needs of all populations and is compliant with the environmental justice directives outlined in various federal legislation, including Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act.
- B. A Cost-Effective and Attractive Regional Transit Network
1. Regional transit providers will preserve, operate, maintain and expand the transit system in a cost-effective manner that optimizes existing and future investments. The Council will continue to improve transit service coordination, travel speed, passenger safety, financial incentives and customer amenities to make the system more attractive, visible, travel time competitive and user-friendly.
    - a. Coordination Among Services
      - i. The Council will promote coordination among the different transit services provided by various authorities throughout the region to ensure that the overall regional transit system functions as a seamless and user-friendly regional network, and to avoid inefficiencies and duplication.
    - b. Transit Fare Structure
      - i. The Council will support a regional transit fare structure that balances ridership and fare revenue, relates the fare to the cost of providing service and to other transportation costs, is easy to understand and administrate, and convenient to use.
    - c. Marketing Transit
      - i. The Council will increase the value, benefits and usage of transit services through a variety of advertising and promotional programs. Annual transit marketing plans will be developed by the Council based on input from stakeholders.
    - d. Transit Technologies
      - i. The Council and regional providers will implement new technologies to improve customer information, service reliability and the delivery of transit service.
    - e. Transit Safety and Security
      - i. Working with transit operators and communities, the Council will continue striving to provide a secure and safe environment for passengers and employees on vehicles and at transit facilities through provision of transit police services, employee awareness, public education, security partnerships and security investments.
    - f. Ridesharing

- i. The Council will promote programs that encourage shared vehicle usage including carpooling, vanpooling and car sharing.
- C. Transit System Operations and Management
  - 1. The regional transit providers will promote innovation, efficiency, flexibility and greater diversity of options in operating and managing transit services.
    - a. Competitively Procured Services
      - i. Some transit services within the region will be competitively procured to increase flexibility, potentially reduce costs, maximize efficiencies and enhance service effectiveness.
    - b. Jointly Procured Services and Products
      - i. The Council will promote and facilitate the joint procurement of goods and services among providers to improve the coordination of transit service and increase cost-effectiveness.
    - c. Service Improvement Plan
      - i. Every two years, regional transit providers in consultation with customers and stakeholders, will prepare a short-term Service Improvement Plan that identifies their priorities for transit service expansion over the following two to four years. The plans will be submitted to the Council, which will prepare a Regional Service Improvement Plan.
    - d. Review Service Performance
      - i. All providers will review their transit service annually based on the performance standards outlined in Appendix G to ensure operational efficiency and consistency. Providers will annually submit their performance reviews to the Council for inclusion in a regional service performance review.
    - e. Fleet and Facilities Policy
      - i. The Council will develop and maintain policies, in consultation with regional providers, CTIB and other partners, to guide investments in regional fleet and facilities.
- D. Transitway Development and Implementation
  - 1. As one element of an overall transit network, the Metropolitan Council will strongly pursue, in coordination with CTIB, county regional railroad authorities and transit providers, the cost-effective implementation of a regional network of transitways to provide a travel-time advantage for transit vehicles, improve transit service reliability and increase the convenience and attractiveness of transit service.
    - a. Transitway Modes
      - i. Transitway modes will include commuter rail, light rail, bus rapid transit, and express buses with transit advantages. Other transitway technologies may be considered as they become proven, reliable and cost-effective. Intercity passenger rail services could develop rail improvements that could also be used by commuter rail transitways within the region.
    - b. Criteria for Transitway Selection
      - i. Transitway investment decisions will be based on factors such as ridership, mobility improvements, operating efficiency and effectiveness, environmental impacts, regional balance, economic development impacts and cost-

effectiveness. Readiness, priority and timing will be considered when making transitway investments, as will local commitment to transitway implementation and land use.

- c. Process for Transitway Selection
  - i. Every transitway corridor will be studied in-depth before investments are made. Every potential commuter rail and light rail project will undergo an alternatives analysis and develop an environmental impact statement before seeking funding for implementation. All bus rapid transit corridors will be studied and a range of implementation alternatives developed.
- d. Transitway Coordination
  - i. Transitway implementation will be coordinated with other transit, highway, bicycle and pedestrian projects, facilities, and investments.
- e. Enhanced Transit Service Along Transitways
  - i. The Council will support enhanced transit service along transitways and the integration of existing routes along transitway corridors as appropriate to take full advantage of transitway improvements.
- f. Transitway Coordination with Other Units of Government
  - i. The Council will coordinate transitway planning and implementation with other jurisdictions including Mn/DOT, CTIB, regional railroad authorities, local units of government and transit providers.
- g. Transitways and Development
  - i. The Council will work with local units of government to ensure that transitways promote efficient development and redevelopment.
- h. Transitway Operations
  - i. Transitway infrastructure investments will not occur unless operating funds have been identified.

#### E. Transit for People with Disabilities

- 1. The Council will provide transit services for persons with disabilities in full compliance with the 1990 Americans with Disabilities Act including the accessible regular-route transit system, comparable ADA, and other dial-a-ride programs.
  - a. Accessible Vehicles
    - i. The Council will ensure that all new transit vehicles and facilities will be accessible to persons with disabilities.
  - b. Provide Comparable Service
    - i. Paratransit service comparable to the region's local regular-route transit system will be provided to individuals who are certified by the Council under the Americans with Disability Act (ADA).
  - c. Access to Transit Stops and Stations
    - i. Local communities and transit providers shall coordinate their efforts to assure that all fixed-route transit stops are accessible year-round, including snow removal.
  - d. Transfers Between Fixed-Route and ADA Services
    - i. The Council will encourage transfers between regular-route services, dial-a-ride and ADA paratransit services utilizing transit centers and rail stations as transfer points.

#### IV. 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. Bicycle and Pedestrian Regional Investment Priorities
    - i. The Council will prioritize federal funding for bicycle and pedestrian improvements based on their ability to accomplish regional transportation objectives for bicycling or walking in a cost-effective manner and improving access to major destinations.
  - b. Connectivity to Transit
    - i. Recognizing the importance of walking and bicycling to a multimodal transportation system, the Council will strongly encourage local units of government to develop a safe and attractive pedestrian environment near major transit corridors and stations with linkages for pedestrians and bicyclists from origins and destinations to buses and trains.
  - c. Local Planning for Bicycling and Walking
    - i. The Metropolitan Council encourages local planning for bicycle and pedestrian mobility by requiring that a local bicycle or pedestrian project must be consistent with an adopted plan to be considered eligible for federal transportation funding.
  - d. Complete Streets
    - i. Local and state agencies should implement a multimodal roadway system and should explicitly consider providing facilities for pedestrians and bicyclists in the design and planning stage of principal or minor arterial road construction and reconstruction projects with special emphasis placed on travel barrier removal and safety for bicyclists and pedestrians in the travel corridor.
  - e. Education and Promotion
    - i. The Council encourages educational and promotional programs to increase awareness of and respect for the rights of pedestrians and bicyclists by motorists and to educate bicyclists on the proper and safe use of public roadways.