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## VII. GREATER MINNESOTA METROPOLITAN AND REGIONAL MOBILITY

### MINNESOTA STATEWIDE POLICY PLAN

#### I. Greater Minnesota Metropolitan and Regional Mobility

A. Provide for the changing transportation needs of people and freight traveling within Greater Minnesota regions and metropolitan areas by planning regionally for critical investments and improving coordination across modes and jurisdictions

##### 1. Regional Planning

- a. Public and private entities, including tribal and local governments, MPOs, RDCs, transit providers, and Mn/DOT should collaboratively develop and advance regional approaches to multimodal transportation planning for Greater Minnesota.
  - i. Mn/DOT will provide technical expertise to regions and metropolitan areas in support of their planning efforts.

##### 2. Planning the Roadway System

- a. Mn/DOT, MPOs, tribal and local governments will work together to plan for and maintain an interconnected network of roadways to serve mobility and access needs within each region.
  - i. All jurisdictions should focus significant emphasis on transportation investments toward safety and maintenance.
  - ii. All jurisdictions should continue to coordinate improvements within the context of adopted policy and long-range investment plans, including efforts to advance Mn/DOT district long-range highway investment plans.
  - iii. All jurisdictions should apply management strategies to preserve mobility on critical arterials within Level 1, 2, and 3 trade centers. Such strategies include signal retiming, intersection modifications, lane extensions, and access management techniques.
  - iv. Within metropolitan areas, the MPO should work with Mn/DOT and local jurisdictions to identify both appropriate corridor and system-wide strategies to improve roadway performance. Corridor strategies may include use of intelligent transportation systems, ramp meters, and transit prioritization. System wide strategies may include provisions for real-time traveler information, encouraging ride sharing through employer incentives, and construction of park-and-pool lots.

##### 3. Planning the Transit System

- a. Mn/DOT, MPOs, RDCs, tribal and local governments, regional rail authorities, and transit providers will work together to plan for and provide a coordinated transit system.
  - i. In metropolitan areas, MPOs, transit agencies, and human service agencies should work together to evaluate transit needs and develop strategies to increase transit service and options. Beyond the core transit services, these organizations should consider the needs of emerging markets, such as commuters, and identify reasonable service, program, and facility options. Options could include new routes, expanded carpool and vanpool assistance, and park-and-pool and park-and-ride lots.
  - ii. Across Greater Minnesota, RDCs and planning commissions, tribal governments, rural transit providers, human service agencies, and local jurisdictions should continue to work toward strengthening and expanding core transit services. Improvements should focus on increasing service frequency and area of coverage, connecting to nearby services to facilitate longer distance travel, and establishing rideshare programs to address emerging commuter needs.
- 4. Bicycle and Pedestrian Systems
  - a. MPOs, RDCs, tribal and local governments, and Mn/DOT should continue working to provide appropriate regional bicycle and pedestrian systems in Greater Minnesota.
    - i. RDCs, tribal governments, local jurisdictions, Mn/DOT, and other agencies should coordinate their own efforts and work with advocacy and recreation groups to increase coordination between all partners.
    - ii. In metropolitan areas, MPOs and local jurisdictions should continue working to provide a system of interconnected bicycle and pedestrian facilities that support commuter and recreational travel.
- 5. Freight Systems
  - a. MPOs, RDCs, tribal and local governments, regional rail authorities, port authorities, and Mn/DOT will work with state agencies, freight generators, shippers, and carriers to coordinate efforts to improve regional freight transportation in Greater Minnesota.
    - i. Consistent with Policy 5: Statewide Connections, Mn/DOT will work with its transportation partners to identify candidate highways for truck routes that supplement the IRC system.
    - ii. Mn/DOT will work to better understand regional freight issues, movements, and trends through the completion and periodic update of regional freight studies. These studies will be multimodal, identify freight issues in each region and in metropolitan areas, and also identify appropriate, cost effective solutions.
    - iii. Mn/DOT will work with its transportation partners to improve the level of freight information available to managers, decision-makers, and the public, including improving truck volume data and classification information on roadways.
    - iv. Conclusions and recommendations from regional freight studies should be considered in updates to local, regional, and statewide plans and they should be incorporated into future investment plans.

## **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.
  - c. Maximize operations efficiency of Interregional Corridors.

### **II. Innovation**

- A. Promote a Culture of innovation in the organization
  - a. Foster innovation and collaborative partnerships within the transportation community in delivering 21st century transportation solutions.
  - b. Develop ground-breaking, multi-modal transportation practices that will accommodate the diverse needs of all individuals and communities.
  - c. Flagship Initiative: Context Sensitive Solutions (CSS)
  - d. Flagship Initiative: Innovative Finance
  - e. Flagship Initiative: Sustainability Initiative

## **MINNESOTA AVIATION SYSTEM PLAN**

### **I. Cost-Effectiveness**

- A. Provide cost-effective transportation options for people and freight

## **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. Improve the network (all Class I-III railroads) to support the use of 286,000 pound railcars throughout.
    - v. Implement state-of-the-art traffic control and safety systems.
    - vi. 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.

## 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. Mn/DOT'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. Maintenance and Expansion

#### A. Maintain and expand the statewide public transit network

- i. Maintain existing transit systems through the allocation of operating and financial assistance first to existing public transit service that meets performance targets.
- ii. Provide resources to start new transit services in areas without public transit when new financial resources are available to fund service.
- iii. Provide resources to expand core service frequencies and weekday or weekend service hours of existing providers when all geographic areas seeking public transit services have services and new financial resources are available.

### II. Mobility

#### A. Increase mobility for individuals and the workforce.

- i. Work with the Metropolitan Planning Organizations (MPOs), Regional Development Commissions (RDCs), and tribal and local government to evaluate options to address mobility needs of individuals and the workforce, such as new routes, expanded carpool and vanpool assistance, and park-and-pool and park-and-ride lots.
- ii. Work to ensure that long-range public transit decisions in Greater Minnesota address future demographic shifts.

### III. Investments

- A. Prioritize infrastructure investments to increase access to services
  - i. Invest in size-appropriate ADA-accessible equipment to maximize operating efficiencies.
  - ii. Invest in transit maintenance and storage facilities and passenger facilities that meet program guidelines and are consistent with local plans as funds are available.
  - iii. Work with transit providers to replace or rehabilitate transit fleets following industry standards for vehicle replacement cycles.
  - iv. In cooperation with RDCs, tribal governments, local jurisdictions, and advocacy and recreation groups, should coordinate efforts to enhance regional bicycle and pedestrian systems.
  - v. Invest in advanced technology applications first at the largest service providers to add vehicle tracking technology and improve customer information, trip scheduling and fare payment/revenue handling.

#### IV. Coordination & Communication

- A. Enhance coordination and communication to reach the broadest possible audience with the most cost-effective service
  - i. Work in partnership with local human service and state agencies to coordinate service planning and operations for all users including the elderly, persons with disabilities, and low-income populations.
  - ii. Work with local providers to expand marketing and information services to better inform target populations of available services.
  - iii. Mn/DOT and local transit and planning officials must work together to generate land use and transportation interaction decisions to yield more cost-effective transit solutions.
  - iv. Support a peer-to-peer network to encourage the exchange of best practices information among transit providers.
  - v. Evaluate options for enhancing communication and coordination at the local level, including establishing mobility management organizations and mobility managers at least at the regional level.

### 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. 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.
  - b. 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

## **ST. CLOUD APO 2035 TRANSPORTATION PLAN**

### **I. Access & Mobility**

#### **A. Improve Access and Mobility of Entire Transportation System**

1. Provide for system connectivity
  - a. Provide improved system connectivity
  - b. Provide additional system capacity
2. Promote efficient management and operations
  - a. Encourage sound access management
  - b. Address the most congested facilities
3. Improve quality of life for people living, working, and utilizing metro area
  - a. Encourage smart land use planning

### **II. Transportation Investments**

#### **A. Maximize Transportation Investments for Movement of People and Freight**

1. Support economic growth and competitiveness
  - a. Advance investment strategies of the MN freight & passenger rail plan

### **III. Multi-Modal Solutions**

#### **A. Promote and Support Multi-Modal Solutions**

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

## **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.

#### C. Investments in Regional, National and Global Connections

- 1. The Metropolitan Council, Mn/DOT 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. Mn/DOT, 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. Mn/DOT, 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. Mn/DOT, 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.

## 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.
  - f. Roadway Jurisdiction
    - i. The agency with jurisdiction over, and responsibility for a roadway should be matched to the role the roadway plays in the regional roadway system. For example, Mn/DOT should be responsible for principal arterials.
  - g. Coordination with Adjacent Counties
    - i. The Council will work cooperatively with Mn/DOT, 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. 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. 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. 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.
    - d. 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).
    - e. 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.
    - f. 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. Ridesharing
      - i. The Council will promote programs that encourage shared vehicle usage including carpooling, vanpooling and car sharing.
- C. 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. Transitway Coordination
  - i. Transitway implementation will be coordinated with other transit, highway, bicycle and pedestrian projects, facilities, and investments.
- c. 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.
- d. 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.

#### 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. 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.
- e. 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.

## **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. Assist jurisdictions in finding ways to incentivize new freight business ventures.
    - iii. Advocate for harmonization of national and state regulations (e.g., weight limits, ballast water regulations, etc.)
    - iv. Work with local entities to identify promising innovations for local freight industries.
- 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.
- 3. Increase transit to employment centers
  - a. Increase transit options to and from employment centers in the Duluth-Superior metro
    - i. Identify and inventory areas suitable for Park & Ride lots.
    - ii. Identify emerging employment centers and assess adjacent transit routes.
    - iii. Inform businesses of Commuter Choice and similar programs.
    - iv. Survey businesses and transit riders to determine unmet needs.

4. Improve tourist movement
  - a. Improve tourist movement between tourist districts and local business districts
    - i. Promote recommendations of Downtown Duluth Modal Connections study.
    - ii. Advocate for further implementation of the Duluth-Superior Wayfinding Plan.
    - iii. Maintain updated sidewalk inventories; recommend improvements.
    - iv. Maintain bike route sign inventories; recommend improvements.

## II. Access & Mobility

- A. Develop and maintain the Duluth-Superior transportation system in ways that increase accessibility and mobility
  1. Improve sidewalk connections
    - a. Decrease gaps or barriers in sidewalk networks throughout the metro area
      - i. Conduct updated sidewalk inventories for jurisdictions.
      - ii. Identify priority sidewalk links either missing or in disrepair.
      - iii. Advocate for sidewalk improvements to be included in roadway projects.
      - iv. Promote design features that make it easier for pedestrians to cross the street.
  2. Improve arterial and collector networks
    - a. Reduce missing links in the network; ensure arterial and collectors operate at acceptable levels of service for motor vehicles
      - i. Utilize traffic modeling to identify the need for improved connections.
      - ii. Identify and prioritize locations of failing capacity via traffic modeling and TSM analyses.
      - iii. Promote projects that improve arterial and collector connections.
  3. Improve ADA compliance
    - a. Increase the number of area transportation facilities compliant with standards established by the ADA.
      - i. Education jurisdictions that ADA design features must be included in street improvement projects.
      - ii. Encourage communities to create or update ADA Transition Plans and use sidewalk inventories to identify the presence or absence of ADA compliance.
      - iii. Assess ADA compliance of downtown Skywalk system and paved trail networks.
  4. Increase transit options
    - a. Increase transit opportunities and accessibility to more places.
      - i. Promote the recommendations of the Human Services Coordinated Transportation Plan
      - ii. Promote establishment of Park & Ride lots.
      - iii. Inform businesses of Commuter Choice and similar programs.
      - iv. Survey businesses and transit riders to determine unmet needs.
      - v. Assist DTA in studying route efficiency.
  5. Avoid barriers to other modes
    - a. Ensure that facilities for one mode of transportation do not create barriers for the access or mobility of other modes
      - i. Use individual plans and studies to assess needs across all modes of transportation.

- ii. Request for the MIC to have timely review of site designs for upcoming development projects; advocate for accessibility and connectivity.

### III. 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.
    - iv. Identify and inventory areas suitable for Park & Ride lots.
    - v. Promote striping of bike lanes on key bike routes, installing bike racks, and establishing bike stations.
- 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.
- 3. Implement Complete Street principles
  - a. Increase the number of roadway projects that incorporate Complete Streets principles
    - i. Continue to promote and advocate for the Complete Streets initiatives currently happening at the state and city levels.
    - ii. Advocate for jurisdictions to adjust local ordinances to support Complete Street designs.

### IV. 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. Ensure efficient traffic operations
  - a. Reduce the number of locations on the road network that experience congestion or delay
    - i. Use traffic modeling to identify and prioritize locations of failing capacity.
    - ii. Use regular TSM assessment to help prioritize locations with failing or poor capacity.
    - iii. Conduct corridor studies of priority roadways; promote recommendations.
    - iv. Research congestion management techniques and recommend appropriate strategies.
- 2. 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 roadway designs that improve the pedestrians and cyclists crossings.
  - iii. Continue to advocate for providing signal prioritization to DTA buses.
  - iv. Promote recommendations from the Northern MN-Northwest WI Regional Freight Plan; Duluth-Superior Metropolitan Rail Study; and the Duluth Airport Land Use Plan.
3. Ensure operational preparedness
    - a. Ensure efficient operation of the area transportation system during unusual traffic events and/or emergency responses
      - i. Promote the expansion of ITS and TOCC technologies in the Duluth-Superior metro.
      - ii. Work with local emergency responders to ensure coordinated incident management plans.
  4. Ensure effective transit operation
    - a. Ensure efficient and reliable operation of transit services in the Duluth-Superior area
      - i. Assist the DTA in conducting route and ridership studies to identify where and how to adjust service to improve specific routes.
      - ii. Assist the DTA with securing funding for converting more of fleet to hybrid buses.

#### V. System Preservation

- A. Preserve existing infrastructure, ensure transportation facilities are used optimally, and limited financial resources are applied most effectively
  1. Constrain network expansion
    - a. Constrain the number of expansion projects to those that are most necessary and serve the greatest number of users
      - i. Encourage jurisdictions to pursue higher land use densities and reduce the need for expanded transportation facilities.
      - ii. Use traffic modeling and TSM assessment to identify and prioritize capacity needs.
      - iii. Identify and recommend low-cost strategies (e.g., alternative striping) where expensive reconstruction can be avoided.
      - iv. Use TIP scoring to promote preservation over expansion projects.

### 2035 LA CROSSE AND LA CRESCENT METROPOLITAN AREA TRANSPORTATION PLAN

#### I. Themes

- A. Provide safe and continuous pedestrian and bicycle connections within and between communities so as to promote non-motorized work, school and shopping trips, as well as recreational trips.
- B. Promote and maintain a safe and effective transit system that can operate as a viable transportation alternative in both an urban and regional context.
- C. 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.
- D. Ensure the safe, efficient and economical movement of goods within and through the region.

- E. 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. Enact a Complete Streets policy at the County and municipal levels.
  - ii. Encourage municipal engineering and public works departments to adopt the ITE guide, Context-Sensitive Solutions for Major Urban Thoroughfares in Walkable Communities.
  - iii. Incorporate Complete Streets into the Surface Transportation Program-Urban (STP-U) project prioritization criteria.
  - iv. Implement engineering recommendations in the regional bicycle plan.
  - v. Identify the infrastructure needs of freight operators in the region.

## III. Transportation & Land Use

- i. All municipal councils, boards and staff, and other organizations will work to implement policy-based actions that address congestion
- ii. Do not concentrate capacity improvements on a single roadway. Improvements should be distributed on existing roadways as much as possible.
- iii. Address congestion in downtown La Crosse and Onalaska without lane expansions.
- iv. Implement recommendations of ongoing corridor studies.
- v. Implement roadway improvements through the TIP process.

## **FARGO-MOORHEAD METROPOLITAN TRANSPORTATION PLAN**

- 1. Be good stewards of the public's money
  - a. Identify and prioritize needs through good planning
    - i. Preserve future regional corridors through right of way preservation and/or early purchase of right of way.
    - ii. Develop a needs prioritization matrix that allows multiple projects to be compared to one another based on objective, measureable criteria.
    - iii. Support and promote exurban land use coordination and encourage regional land use planning.
- 2. 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. Provide transportation solutions for the metro area workforce that lives in surrounding exurban communities.

- i. Provide rural transit service where demand warrants.
    - ii. Consider organized ridesharing or van-pooling where service is needed but funding does not allow or demand is not sufficient to justify fixed-route transit service.
    - iii. Assess park and ride needs for exurban commuters
  - c. Develop and maintain roadway connectivity that is appropriate for the facility type and land-use environment
    - i. Build arterials and collectors in a grid pattern to more evenly disperse traffic.
    - ii. Identify future potential river, interstate, and railroad bridge crossing locations and preserve right of way.
    - iii. Eliminate or minimize cul-de-sacs within developments; encourage highly connective local streets.
  - d. Provide public transportation to large employers
    - i. Study the potential of increasing of service through van pooling, organize ride-sharing, and others.
    - ii. Explore extended evening service for fixed route buses.
  - e. Help attract growth sector businesses
    - i. Develop and maintain access to competitively-priced, reliable, and business friendly air service to the F-M area.
    - ii. Keep average commute times low.
    - iii. Improve bicycle route network connectivity.
- 3. Manage and operate roadways efficiently
  - a. Enhance regional coordination of traffic signal operations on arterials
    - i. Develop necessary multi-jurisdictional legal and cost sharing agreements
    - ii. Create a technical advisory committee to ensure timely and efficient geometric design, basic signal settings, signal timing/phasing, pedestrian countdown placement, in-street pedestrian signs, midblock crosswalk locations, dark signals, battery backup systems, etc.
    - iii. Enhance training of traffic operations staff and ensure a uniform level of expertise; ensure all signal operators are fluent in Synchro and are using it for evaluating signal timing and operations.
    - iv. Develop a pool of funds to facilitate procurement of technical assistance services to support implementation of the Metro Ops Action Plan.
    - v. Develop a priority list of projects, hardware, and software needed to facilitate regional interoperability.
  - b. Evolve toward the centralized management of transportation system devices and personnel.
    - i. Metro COG will revalidate and gather consensus and direction for the Traffic Operations Center Work Group.
    - ii. Develop a concept of operations for a centralized "hybrid" TOC.
    - iii. Connect the Fargo Signal Shop, NDSU, and the NDDOT Fargo TOC to allow for the joint distribution and consumption of traffic related data, imagery and signal systems operations.
    - iv. Metro COG will lead the regional partners in a continuous dialogue with the Regional Dispatch Center concerning the long-term relationship between regional operations strategies and incident management. This will include an open discussion as to the Regional Dispatch Center's relationship to the longer term project of creating a regional TOC.

- v. Connect Mn/DOT and West Fargo with the existing operations center.
  - vi. Implement technical elements of the 2008 F-M Metro ITS Plan.
  - vii. Create agreements necessary (e.g., MOUs, cost sharing, service contracts, etc.) to facilitate regional project development.
  - viii. Study the formation of a regional traffic board for the administrative and technical aspects of regional traffic management.
- c. Manage congestion to improve traffic flow and conserve energy
    - i. Establish multijurisdictional protocols for special events.
    - ii. Develop region-wide protocols to respond to incidents and emergencies (flooding, hazmat, terrorism, etc.).
    - iii. Ensure region-wide coordination among traffic, emergency, and maintenance agencies.
    - iv. Regularly monitor peak hour travel times on key corridors.
    - v. Study corridors experiencing congestion; schedule and fund appropriate measures to relieve congestion.
    - vi. Continue development and maintenance of a regional traffic demand model to forecast future corridor levels-of-service.
  - d. Utilize travel demand management practices as appropriate
    - i. Implement recommendations and action steps as set forth in the 2007 TMA Feasibility Study.
    - ii. Continue to assess interest in the development of a Transportation Management Association in specific areas where driving a single-occupant automobile may not be the most efficient form of transportation.
    - iii. Encourage large employers to stagger shift start times.
  - e. Develop system operations and performance measures for the region's transportation system
    - i. Create the necessary physical or virtual connections among the regional partners to allow for the distribution and consumption of traffic related information/data.
    - ii. Metro COG will review and revise its annual traffic counting program to ensure it supports the collection of timely information relative to the operational performance of the regional transportation system.
    - iii. Each system operator will review its traffic counting and data collection programs to ensure it is working to address the objective of gathering data relevant to understanding the operational performance of the regional transportation system.
    - iv. Develop a program that is regularly collecting and analyzing data on the operations of the region's transportation system; archive the data for future use.
    - v. Regularly consult with stakeholders such as the Red River Dispatch Center, Metro Area Transit, local emergency responders, and special user groups to discuss system operations.
    - vi. Metro COG, in cooperation with ATAC, will annually prepare a joint report on the state of systems operations in the Metro Area, which will also document the current state of traffic data collection in the metro area and make recommendations for data collection improvements, if necessary.
    - vii. Identify and address hot spots of operational deficiency based on available data.

- f. Cooperate across jurisdictional boundaries to create a seamless transportation network
  - i. Member jurisdictions should continue participation in Metro COG
  - ii. Extend Metro COG services to neighboring jurisdictions as appropriate
  - iii. Continue development and maintenance of a regional traffic demand model to forecast future corridor levels-of-service.
  - iv. Consider expansion of the Metropolitan Planning Area after completion of the 2010 Census
- g. Support Complete Streets concept for the purpose of optimizing personal mobility
  - i. (Re)construct roadways that balance the needs of motor vehicles, transit, pedestrians, and bicyclists.
- 4. Provide an improved, safe and efficient public transit service
  - a. MAT should mutually coordinate with local school districts to identify needs and coordinate services
    - i. Mutually coordinate with school districts to ensure that transportation is available for Adult Education, ESL, and other educational classes.
  - b. Implement recommendations of the 2007 Metropolitan Transit Plan and supplemental studies, analyses and reports such as the Moorhead Expansion and Alignment Study and the Southwest Metro Transit Study
    - i. Continue coordination with the MAT Board on plan implementation, issue identification, and development of the next Transit Plan.
  - c. Prioritize transit corridors and provide service that corresponds to the needs and schedules of the traveling public.
    - i. Explore the need for limited-stop service between high-demand destinations and implement as appropriate.
    - ii. Explore the need for increased bus frequency along high-demand corridors and implement as appropriate.
    - iii. Develop service alternatives that improve travel times from north to south and allow for the interconnection of cross-town routes.
    - iv. Continue working toward a regional transit service system/structure regardless of jurisdictional boundaries.
    - v. Balance the need for better service on existing routes with route expansion and/or route modifications.
  - d. Make transit more accessible.
    - i. Consider eliminating fares or establishing a fare-free zone in the core urban area by identifying alternative forms of local match or funding sources.
    - ii. Continue exploring corridor-specific routes and implement as appropriate.
    - iii. Continue U-Pass program and expand the concept to the larger community through voucher or bulk purchase policies.
    - iv. Continue to monitor Paratransit usage by agencies and facilities.
    - v. Provide more shelters; examine possibility of providing higher quality shelters at high-boarding locations.
    - vi. Improve shelter maintenance and snow clearance around shelters.
    - vii. Manage the image of public transit to attract more choice riders.
    - viii. Balance service for non-choice riders with needs of choice riders and commuters.
- 5. Improve bicycle route connectivity

- a. Implement recommendations of the 2006 Metropolitan Bicycle and Pedestrian Plan
    - i. Strive to meet the needs of all bicyclist, including commuters, children, basic adult and recreational riders.
  - b. Close gaps in the bicycle network, especially the principal bikeway network
    - i. Jurisdictions should analyze existing network gaps and recommend solutions, which may include shared-use paths or on-road bicycle facilities such as bike lanes or signed-shared roadways.
    - ii. Build additional bike-pedestrian bridges over rivers and other barriers where feasible.
    - iii. Improve usability of existing bike-pedestrian bridges through the installation of new lift mechanisms and/or addressing elevation issues.
  - c. Build "complete streets" that balance the needs for all modes of transportation with adjacent land uses
    - i. Ensure safe transitions/connections between on-road bike routes and multi-use paths.
    - ii. Review and revise jurisdictional codes, ordinances, and regulations to incorporate Complete Streets concepts/principles where applicable.
  - d. Connect the F-M metro area by bike route with surrounding communities and areas of interest (e.g., Buffalo River State Park, etc.)
6. Build a livable community with a high quality of life
- a. Improve connections between people.
    - i. Consult with transit when making land-use decisions; consider transit oriented development land use forms.
    - ii. Provide sidewalks on both sides of each roadway.
    - iii. Capitalize on opportunities to provide advantages for walking and biking within neighborhoods (e.g., where cul-de-sacs are unavoidable, encourage developers to use one lot to provide a shared-use path connection to adjacent streets, sidewalks or green space, etc.)
    - iv. Provide ADA compliant sidewalk curb-cuts at new intersections and continue retrofitting older intersections to make them ADA compliant.
    - v. Encourage and promote public art.
    - vi. Create overlapping systems for pedestrians, transit, vehicles, and bicycles that provide for ease of movement within and between neighborhoods.
    - vii. Create opportunities for public gatherings.
    - viii. Identify gaps in the existing pedestrian network and schedule improvements to close those gaps.
  - b. Build and maintain neighborhood-scale schools that are easily accessed by walking or biking.
    - i. Encourage school districts to build schools at the center of neighborhoods with enrollment areas bounded by high traffic corridors.
    - ii. Building elementary or middle schools adjacent to arterials should be avoided.
    - iii. Discourage school sites that are surrounded by parking lots.

## GRAND FORKS-EAST GRAND FORKS MPO TRANSPORTATION PLAN

1. Provide an efficient transportation system
  - a. Reduce excessive travel delays.
    - i. Reduce VMT growth rate.
    - ii. Reduce VHT growth rate.
    - iii. Reduce travel delays.
  - b. Define a proper mix of local, collector, and arterial streets according to land use and network continuity.
    - i. Establish a network function hierarchy that reflects state guidelines for mileage by classification and that reflects the regional definition established as part of the planning process.
  - c. Preserve and maintain the street and highway system.
    - i. Reduce the system mileage that falls below the NDDOT and MnDOT minimum thresholds for ride quality/condition.
  - d. Provide efficient and cost-effective service.
    - i. Monitor and report the following performance measures for fixed route and tripper service for both the peak (September through May) and off-peak (June through August) seasons: passengers per mile; farebox recovery rate; cost per passenger; cost per mile; cost per hour.
    - ii. Monitor and report the following performance measures for demand responsive service: passengers per mile; farebox recovery rate; cost per passenger; cost per mile; cost per hour.
    - iii. Improve reporting requirements through all operating systems.
    - iv. Performance measures should be no less than 75% of the average of transit systems of similar size.
  - e. Reduce the cost of service delivery through service coordination.
    - i. Promote and encourage an increase in multiple loads on demand response service
  - f. Maximize direct travel trips between major bicycle generators and destinations
    - i. Create a bikeway system using the most direct route by encouraging bicyclists to use on and off road facilities.
    - ii. Establish an inventory of existing and potential bicycle facilities.
  - g. Establish a hierarchy of the bicycle network
    - i. Adopt a bicycle facility management system.
    - ii. Adopt a level of importance of bicycle maintenance into the cities' maintenance program.
    - iii. Fund maintenance of selected facilities that contribute to safe, year-round bicycle transportation.
    - iv. Annually update bikeway maintenance and construction map.
    - v. Create an adopt-a-bikeway program.
  - h. Develop 50 additional miles of bikeway network by the year 2030
    - i. Provide bicycle facilities on arterial and collector streets.
    - ii. Provide bicycle facilities along all scenic routes.
    - iii. Coordinate with other agencies, authorities and groups to complete the bicycle network.
2. Provide mobility and accessibility to transportation system users

- a. Provide access control guidelines for functionally classified facilities
  - i. Roadway system mileage that is compatible with local access guidelines for collector and arterial streets.
- b. Establish standards for location of local, collector, arterial and freeway facilities.
  - i. Document that new roadways conform to adopted local, state and national standards and practices.
- c. Provide an acceptable level of service for all streets during peak hours.
  - i. Provide the locally desired level of service C where practical (with the understanding that Mn/DOT sets a lower level of service D threshold for determining deficiencies on the trunk system).
- d. Provide travel times that are as competitive with the automobile as possible
  - i. Allowed fixed-route riders to travel from any point on the system to any other point within one hour.
  - ii. Operate routes on half-hour or hour headways.
  - iii. Implement ITS architecture and strategies to facilitate an efficient transit system.
- e. Serve the transit dependent population
  - i. Collect and analyze data showing population information to identify area of transit dependency.
- f. Maintain existing ridership and attract new riders
  - i. Provide transit service within 3/4 mile of residential areas and to major activity centers and employment centers.
  - ii. Increase ridership by 10% per year throughout the fixed-route transit service.
  - iii. Devote 3% of total operating budget to marketing of transit service.
- g. Minimize transfers within the fixed-route system
  - i. Allow fixed-route riders to travel from any point on the system with two transfers or less.
- h. Provide convenient and dependable service
  - i. 80% of bus fleet should not exceed life expectancy of industry standards; maintain ratio of spare buses to total fleet of 10 percent; allow no more than one interruption of service for mechanical reasons per 30,000 miles.
  - ii. Maintain telephone hours during normal weekday business hours, with automated information messages operating at all other times; post timetables at all bus shelters, activity enters, and downtown; prepare and distribute route maps once a year; place transit routes and schedules in the public telephone directory and supply to the city's web page.
  - iii. Provide ADA-accessible bus shelters at all major locations (minimize of 25 transit riders/day).
  - iv. Pick-up and drop-off passengers at any safe intersection on each route.
- i. Develop a continue bikeway network by the year 2030
  - i. Make connections in current gaps by the year 2030.
  - ii. Include all parts of each city into the development of the bikeway system.
- j. Provide system of non-motorized transportation facilities that conforms with or exceeds ADA accessibility standards
  - i. Grand Forks and East Grand Forks have developed plans to conform to the ADA standards for accessibility; the cities will continue to follow these plans for the installation of curb cuts on existing sidewalks.
  - ii. City staff shall review all plans for new bicycle and pedestrian facilities to ensure that they are ADA compliant.

- k. Increase uses of non-motorized modes of transportation 10% by the year 2030
      - i. Recognize that biking and walking are legitimate modes of transportation.
      - ii. Recognize that all streets are open to bicyclists, yet also recognize certain streets need additional treatments to better accommodate bicyclist and their various trip purposes.
      - iii. Monitor usage of bike facilities as part of the MPO monitor and surveillance program.
      - iv. All roadways should be designed to safely accommodate pedestrian traffic.
- 3. Provide compatible transportation and land use systems
  - a. Develop processes to coordinate the transportation plan with local land use planning activities.
    - i. Plan recommendations should recognize and address the types and locations of future development identified in the Grand Forks and East Grand Forks Land Use Plans.
    - ii. Refrain from street and highway system expansions that promote development which is not contiguous to currently developed areas.
  - b. Design roadways to new land use using appropriate facility types
    - i. Document that new roads are consistent with established functional classification guidelines
  - c. Integrate transit planning activities with the development approval process
    - i. Apply transit design standards to new and renovated developments and roadways through site plan reviews.
    - ii. Incorporate transit as a review item on the development approval process.
    - iii. Encourage transit oriented developments
  - d. Future trail corridors shall reflect current and future growth trends
    - i. Prioritize trail development in those areas experiencing residential growth or designated for future residential growth by the Land Use Plans.
- 4. Minimize adverse impacts from transportation
  - a. Minimize, avoid or mitigate adverse social and economic impacts resulting from existing or new transportation facilities
    - i. Initiate corridor preservation and right of way acquisition procedures where appropriate.
- 5. Finance the transportation system
  - a. Increase funding for both construction and maintenance of bicycle facilities in the annual transportation budget
    - i. Develop a bicycle plan which is based on the cost-effectiveness of recommended improvements in each of the three stages - short, middle and long term.
    - ii. Involve bicycle facilities in transportation budgetary decisions.

## **ROCHESTER COUNCIL OF GOVERNMENTS TRANSPORTATION PLAN**

### **I. Foster Partnering Between Jurisdictions**

- i. Encourage a high level of coordination among government entities within Olmsted County that have responsibility for transportation planning, financing, and construction. Coordination should occur at the level of project studies as well as when updating countywide system programs.

- ii. ROCOG should become more active as a forum to identify regionally significant transportation issues and as a facilitator between adjacent jurisdictions to ensure consistent planning and network continuity and to mitigate inter-jurisdictional conflict arising from regional traffic impact.
- iii. ROCOG should strive to educate the public about future thoroughfare planning through a program that periodically generates articles and news releases about transportation issues along with upcoming improvement projects and amendments to the local transportation plan.
- iv. A lack of coordination between roadway authorities and land use authorities can result in decisions that in the future will create costly delays and changes in public road and highway projects. Land use authorities should develop adequate referral processes to provide for the timely review of land use proposals affecting state and county road facilities.
- v. Jurisdictions should have regulations to assure that all development proposals, plan amendments, or zone changes conform with adopted transportation system plans. Within zoning ordinances, criteria establishing consistency between development proposals and transportation plans should be provided.

## II. Funding

### A. Establish adequate and stable funding for transportation

- a. Provide adequate funding to support timely preservation and capital replacement of the transportation system
  - i. Provide for the timely implementation of local access facilities or services needed to serve planned urban development areas or to upgrade areas deficient in local access capacity.

## III. 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.
  - ii. Provide convenient and reliable information services for visitors to the community.
  - iii. Upgrade the appearance of gateways to the City, Medical Campus and University Center.
- e. Facilitate intermodal transfer of goods and passengers
  - i. Provide safe and adequate loading zone facilities to meet the needs of local business.
  - ii. Insure adequate highway access and truck route service to all intermodal terminals.
  - iii. Develop planning & investment indicators for use in monitoring the need to complete a Regional Intermodal Truck Freight Terminal Study for the Rochester economic region.

#### IV. Equal Access

##### A. Equal access to transportation choices

- a. Promote the importance of access to transportation for older adults, persons with disabilities and low income individuals essential to the quality of life such individuals will enjoy
  - i. Continue to provide the opportunity for involvement by older adults, disabled individuals, and persons with low incomes in the planning, design and implementation of transportation services.
  - ii. Ensure that adequate transportation alternatives are available to older adults and disabled individuals to support a choice of living arrangements.
- b. Ensure a minimum level of critical access throughout the ROCOG area to meet the needs of the older adults, persons with disabilities or low income individuals
  - i. Develop an acceptable level of suburban and rural transportation service for older adults, disabled and low income individuals in areas outside of Rochester in Olmsted County.
- c. Organize publicly assisted transportation services to more efficiently meet the needs of the elderly, disabled and low income
  - i. Support the establishment of a local clearinghouse function to more broadly disseminate information on transportation services for the elderly, disabled and low income.
  - ii. Increase the mobility and independence of elderly, disabled, low income individuals through improved coordination of publicly assisted transportation services.

#### V. Design

##### A. Design the transportation system to meet functional and structural demands safely, efficiently and effectively

- a. Maximize the convenience of fixed route and dial-a-ride transit services for elderly, disabled and low income individuals
  - i. Achieve acceptable travel times for transit travel to major travel destinations.
  - ii. Capture more of the potential market for transit travel among the older adults and disabled during off-peak hours.
  - iii. Provide assured seating for elderly and disabled riders.
- b. 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.
- c. 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.
- ii. Strive to meet the following minimum service goals for the public transit system: 1) Provide fixed route service to a majority of households within Rochester; 2) Comply with the requirements of the American with Disabilities Act related to the provision of comparable fixed route service or dial-a-ride transit systems.
- iii. Strive to meet the following minimum service goals for the bicycle system: 1) Provide safe and comfortable conditions for bicycle use on all secondary street corridors to supplement the system of paths and trails planned for the region; 2) Provide a network of safe and convenient facilities for bicycle travel between all activity areas in the region; 3) Provide adequate residential access to the regional bikeway system; 4) Make adequate provision for users with different abilities on all off-road trails consistent with the Americans with Disabilities Act.
- iv. Strive to meet the following minimum service goals for the pedestrian system: 1) Provide adequate pedestrian accommodations to connect all developed property with other properties in the same or adjacent neighborhoods or business activity centers; 2) Provide designated transit corridors and non-freeway major highway corridors with adequate pedestrian facilities; 3) Insure that paths and trails are suitable for pedestrian travel; 4) Provide appropriate structural or operational measures to facilitate safe crossing of major highway corridors at locations with high levels of pedestrian activity; 5) Provide convenient connections across limited access transportation corridors for non-motorized travel between residential neighborhoods and community education and recreation facilities; 6) Provide wheelchair ramps at all sidewalk approaches to intersections and other provisions to insure consistency with the Americans with Disabilities Act.
- d. Provide efficient access management along regionally significant transportation corridors
  - i. Provide adequate accessibility through development of local access roads for non-residential land uses where primary market access is from a limited access highway facility.
  - ii. Balance access and mobility needs along major highway corridors which are not access controlled in order to maintain adequate capacity and safe traffic flow.
- e. Maximize the utilization of existing transportation corridors and services
  - i. Manage the transportation system to ensure the efficient use of existing road space, and support Complete Streets policies and efforts.
  - ii. Promote actions to reduce vehicle use in congested areas during peak travel periods.

## VI. Management

A. Manage transportation systems to maximize effectiveness while minimizing impacts to the fiscal, economic, social, natural and built environments

- a. Preserve existing and future transportation corridors
  - i. Provide for the development of multiple or quasi-public uses within transportation corridors through adoption and implementation of measures such as Complete Streets policies.

- ii. Emphasize the preservation of transportation corridors that provide regionally significant functions.
- iii. Implement corridor preservation measures where the risk of losing planned facility improvement options is high due to the likelihood of incompatible development.

## VII. Alternative Modes

- A. Encourage individuals to travel the share of trips made using alternative modes of travel
  - a. Increase the share of trips made using alternative modes of travel
    - i. Encourage those making low occupancy trips to divert some trips to alternative modes of travel.
    - ii. Encourage individuals to utilize private vehicles more efficiently.
  - b. Increase the level of amenity associated with alternative modes of travel
    - i. Maintain acceptable access times at major travel destinations in the community.
    - ii. Provide route flexibility on fixed route transit during off-peak hours or on low volume routes.
    - iii. Strive to improve the comfort/ambiance of transit vehicles as one means to attract more users to the system.
    - iv. Provide safe and secure facilities for pedestrians and bicyclists.
    - v. Provide higher speed transit service along selected high demand travel corridors.
    - vi. Conduct a feasibility study of urban rail service within the Rochester urban area and regional commuter rail service utilizing the existing Canadian Pacific corridor.
  - c. Promote the use of public parking policy to influence individual's choice of travel
    - i. Support transit use within designated transit service areas with complementary off street parking policies.
    - ii. Promote the broader application of market based pricing of employee parking, other long term parking demand, and on-street short term parking.

## VIII. Information & Education

- A. Provide citizens, businesses and leaders of the community with information they need to make informed transportation choices
  - a. Provide convenient and timely information for short term trip planning
    - i. Provide current information on road incidents and road closures to users of the transportation system.
    - ii. In cooperation with private sector partners provide advanced traveler information services to visitors in the region.

## IX. Bus & Paratransit Services

- a. Increase/improve Rochester fixed route bus service
  - i. To grow transit with future urban land use.
  - ii. To reach the downtown master plan transit goal of increased CBD ridership.
  - iii. To have a comprehensive operations analysis done.
- b. Continue to support regional commuter bus service
- c. Continue support for paratransit services
  - i. Meet the challenge of the aging Boomer paratransit needs.
- d. Continue to monitor planning options to coordinate with special-needs operators
- e. Support planning support for any future small city transit systems

- i. Provide ROCOG staff planning assistance as needed.
- ii. Provide ROCOG grant writing assistance as needed

#### X. 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.

#### XI. 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.
- ii. ROCOG and local jurisdictions should provide timely review and comment on the implementation of the capital improvements and programs recommended in the 2009 Airport Master Plan update relative to their consistency with other local plans.
- iii. The City of Rochester should continue to enforce recommendations of the Comprehensive Plan to protect RST from encroachment of incompatible land uses, and should continue to acquire navigational easements at the time of development to protect the long term viability of RST.
- iv. ROCOG should work with MNDOT, the Airport Authority, Olmsted County and the City of Rochester to develop Highway 63 South as an appropriate gateway between RST and downtown Rochester destinations, considering such factors as roadway capacity, land uses, landscaping, and possible long term incorporation of rail transportation facilities.

#### XII. 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 and local communities should monitor development and deployment nationally of alternatives to conventional rail crossing warning devices, such as four-quadrant gate systems, that may permit development of whistle-free rail zones if future increases of rail traffic on the CP corridor are realized.
- iv. Local jurisdictions should review land use plans and zoning along the CP rail corridor to ensure appropriate land uses are planned in order to minimize future noise and safety issues if train traffic on the CP corridor increases.
- v. If rail traffic volume and speeds increase in the future, ROCOG in cooperation with local communities should support efforts in terms of educational and driver awareness programs to highlight the dangers of railroad crossings.
- vi. 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.

### XIII. System Management and Operations

#### 1. Access management

- i. Preserve the integrity of the major street system with an effective program for managing the frequency of connections and signals along major street corridors to maximize the capacity of the existing street system and improve safety. Plan new higher volume connections to existing arterials at locations where the spacing of traffic signals will preserve two-way traffic progression.
- ii. ROCOG should work with local jurisdictions to adopt Access Management guidelines for major streets corridors to manage the number and location of driveways and local street connections to major roadways. Promote the integration of Access Management guidelines into municipal subdivision and zoning processes at the local level to support roadway management goals, and apply connection and signal spacing guidelines when reviewing development plans.
- iii. Include connection and spacing recommendations as part of the all Corridor Management or Congestion Mitigation Plans.
- iv. In rural areas, connection and spacing guidelines should balance land use objectives with the primary function of major roads as important regional travel corridors.
- v. When purchasing right of way for future major street construction, roadway authorities should acquire access control rights consistent with the connection and spacing guidelines of this plan.

#### 2. Level of service

- i. A primary traffic management goal for roadway authorities in the ROCOG planning area should be to manage the major road system to maintain an acceptable level of service during peak and off-peak periods of demand.
- ii. When reviewing land use amendments, zone changes, master plans, conditional uses and other significant development requests, jurisdictions should take into consideration the impact of the project on roadway Level of Service. Jurisdictional land use policy with regards to the traffic impact of proposed development should support the level of service standards in this plan and the policies to achieve these standards.

- iii. Level of Service impacts should be considered and improvements to maintain or improve level of service should be considered in all planning and project development studies involving the preparation of corridor or traffic management plans or road improvement plans.
- 3. Capacity preservation through safety and operations
  - i. ROCOG and its partner agencies should conduct traffic engineering studies on roadway segments or at key intersections where there are identified congestion or capacity problems, giving priority to locations where elevated congestion levels are combined with a high incidence of accidents.
  - ii. In areas where multiple jurisdictions are involved in the management of land adjacent to the corridors, efforts should be made to develop and implement corridor management intergovernmental agreements.
  - iii. Make access rights purchases where feasible.
- 4. Other management strategies
  - i. ROCOG and its partners should consider development of an RCTO to collaboratively guide regional operations through establishment of a shared regional framework or vision for transportation operations.
  - ii. Consideration should be given to establishing a coordinated Congestion and Crash Monitoring and Mitigation program to provide for a region-wide, inter-jurisdictional assessment of needs related to safety and traffic mobility.
  - iii. Consider an update to the 1998 ITS Scoping Study.

#### XIV. 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.
- ii. Prepare Official Maps for important major arterial corridors or future interchanges that are located in areas at-risk for development prior in order to provide an initial level of protection for the right of way needed to complete anticipated future improvements.
- iii. On secondary arterial and collector corridors, ROCOG and its partners should conduct alignment studies, including topographic surveys and preliminary engineering, to identify right of way needed where major upgrading of a local street corridor to arterial status is planned.
- iv. Cities and adjacent townships should consider orderly annexation agreements to extend the ability of municipal authorities to address critical transportation infrastructure in future growth areas where right of way preservation is critical. Township officials, landowners and developers should coordinate with adjacent municipalities on agreements to provide future major street corridor development in conformance with Long Range Transportation Plan.

#### XV. TDM and Sustainability

##### 1. Influence travel choice

- i. ROCOG and the City of Rochester should promote joint public-private development plans that incorporate desirable TDM features such as park & ride facilities or transit centers in combination with private commercial development, especially in corridors where transit and commuter bus service exists or is planned.
    - ii. Promote telecommuting, flexible work hours and/or compressed work weeks as a means to reduce demand for peak hour commuting.
  - 2. Provide travel choice
    - i. Continue to invest in improvements to walking and bicycling networks.
    - ii. MNDOT, the City of Rochester and small cities should continue to expand the system of regional park and ride facilities to promote the use of carpools and express transit service to major employment and major business centers.
    - iii. Opportunities should be explored regarding the viability of car sharing programs as part of TDM program.
  - 3. Reduce Need to Travel
    - i. ROCOG should work with local governments to explore the adoption of land use policies and guidelines that foster alternative transportation choices.
    - ii. Develop education and outreach materials and showcase developments that are "transit friendly" and promote alternative modes of transportation programs to local commissions, elected officials, developers and concerned citizens..

## XVI. Bicycle and Pedestrian Travel

- 1. System development strategies
  - i. Require the provision of bikeways and walkways consistent with the ROCOG Long Range Transportation Plan in all new highway construction projects; when reconstructing or improving existing bridges and roads; as part of any public park or open space development where the facility would provide an important link in the pathway network; and in public and private sector development projects.
  - ii. Local units of government responsible for development approval should adopt policies and regulations that require the inclusion of adequate bicycle and pedestrian access in any development and establish standards or guidelines for the dedication or acquisition of easements and rights of way for bikeways and walkways in conjunction with development approval.
  - iii. Municipal parkland dedication requirements should be considered not only for neighborhood park development but the creation of linear park facilities where it would facilitate path or sidewalk development that would enhance overall system connectivity.
  - iv. Transportation agencies, utility agencies and jurisdictions should coordinate on the development of pathway corridor links along utility corridors, railway corridors and major stormwater management corridors.
  - v. The primary improvement strategy for bicycle and pedestrian traffic in rural and suburban areas should be the development of paved shoulders. Priority should be given to investing in paved shoulders on main corridors

- connecting cities with other towns and other major destinations such as regional parks. Long term, paved shoulder areas should be considered on all roads wherever traffic volumes are expected to exceed 750 vehicles per day.
- vi. Other enhancements in a suburban environment needed to make shoulder or roadways more conducive to bicycling and walking include controlling the amount of private access onto arterials and other major roads; providing safe crossing locations of high speed roads; connecting properties adjacent to each other on cul-de-sacs and dead-end streets with paths.
  - vii. To improve the accessibility and usability of the bikeway and walkway network and achieve greater system continuity, address deterrents created by barriers such as narrow bridges, wide streets with no center refuge area, and missing links in the system. Key actions include providing adequate width for bicyclists and pedestrians on all new and reconstructed bridges and freeway underpasses and overpasses; and adding separate non-motorized crossings in urban areas over waterways or freeways where existing crossings are spaced more than a mile apart.
2. Planning Strategies/Plan Coordination
- i. ROCOG should insure that bicycle and pedestrian needs are considered in any Subarea Land Use or Transportation study, Highway Corridor studies, or the development review process.
  - ii. ROCOG should work with local jurisdictions to identify needs and opportunities to preserve corridor rights of way for bicyclists, pedestrians, and other complementary transportation purposes.
  - iii. ROCOG should periodically update the regional Bikeway and Walkway Network Plan to assess changing community needs, to reflect new and amended local and state plans, guidance and laws, and to document the changing status of projects.
3. Public Transit
- i. Adequate pathways should be provided within the service area of all bus route corridors to facilitate bicycle and pedestrian access to bus stops, park & ride lots or transit hubs. Bus stops should provide a pleasant environment for waiting passengers, with shelters, landscaping, and adequate buffering from the road and lighting. Facilities should meet ADA requirements to encourage transit use by those with physical limitations. Bus stop design should minimize conflicts with other non-motorized users, such as bicyclists on bike lanes or pedestrians walking past passengers waiting to board, and bike parking should be considered.
4. Bikeway Design
- i. To insure the safe and functional design of bikeways, the most current versions of the bikeway design manuals noted below should serve as the official policy guide for planning design, construction and maintenance of bikeways in the ROCOG Planning Area: MNDOT Bicycle Modal Plan, Minnesota Department of Transportation Bikeway Facility Design Manual; Guide for the Development of Bicycle Facilities, AASHTO.
5. Bikeway Plan Coordination
- i. The Inter-Agency Bicycle Planning Committee should continue to meet on an annual basis to coordinate facility construction and maintenance.
  - ii. ROCOG should continue to support the Bicycle-Pedestrian Advisory Committee (BPAC).

- iii. 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.
- iv. Local trail development groups should be organized to spearhead the development of trail corridors that have been identified by the Minnesota Legislature for possible state support, which include a Stewartville to Rochester and a Bryon to Rochester connection. The organizational model/process utilized by the Dover/Eyota/Chester Woods Trail Committee provides a template for a facility development process that can be utilized, which should be driven by grassroots community support and participation. ROCOG's role in the activities of such local groups shall be facilitated through BPAC at the level of an assigned subcommittee or ex-officio participation in the trail development group.