



COMMUNITY DEVELOPMENT AND TRANSPORTATION

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VII. COMMUNITY DEVELOPMENT AND TRANSPORTATION

MINNESOTA STATEWIDE POLICY PLAN

I. Community Development and Transportation

- A. Support local efforts to increase jobs, expand housing, and improve community livability through more coordinated planning, complementary design, and timely communication among land use and transportation authorities
 1. Metropolitan, Regional, or Corridor Planning for Transportation
 - a. Tribes and local governments should participate in the transportation planning for their metropolitan area or region.
 - i. Tribes and local governments should develop and share land use plans with their regional partners and modify or adjust the plans so that a consistent vision for the transportation system is shared throughout the entire region. These plans should be multimodal, consist of roads that accommodate people and freight, and define major access points as well as transit and bicycle-pedestrian facilities.
 2. The Land Use-Transportation Connection
 - a. State and local authorities should consider the connection between land use and transportation in zoning, land use, and economic development decisions.
 - i. Local governments should develop comprehensive transportation plans that address all needs and are consistent with other state and regional transportation plans. These plans should provide a framework for guiding local transportation and land use decisions, and should include, at a minimum, a future functional classification system, number of travel lanes to accommodate future growth, identification of key access points, and locations of existing and future multimodal connections or facilities.
 - ii. Local governments can use their planning and zoning powers to guide land uses that make efficient use of the transportation system. Examples include clustering activity centers, organizing development into a mix of compatible land uses, and locating major freight generators adjacent to major transportation facilities. Clustering development and locating freight generators on major highways, rail lines, or ports reduce the amount of infrastructure required. At the same time, clustering development and creating a mix of compatible land uses, especially in metropolitan areas, creates opportunities for short trips, which could be made by transit, bicycling, or

walking. Supporting land use density either from households/dwellings or employment is a significant factor in providing viable transit service and bicycle-pedestrian systems as well.

- iii. Local governments can use their zoning powers to guide development consistent with metropolitan and regional plans for major access to the highway system. As discussed in Policy 7, the development and implementation of a regional plan for access to the highway system is a complex process that requires substantial investment. Local governments should carefully consider the location of major highway access points in land use decisions.
- iv. Local governments can use their zoning powers to guide land uses that are compatible with major existing and planned transportation facilities such as major highways, ports, intermodal terminals, and airports. For example, safe zoning areas can be established around airports to increase safety during take offs and landings, and buffers or transitions areas can be developed around industrial land uses such as intermodal terminals to minimize potential impacts. Similarly, land uses serving people with special needs, such as schools serving children, can be sited sensitive to busy streets or intersections in ways that promote safe bicycle and pedestrian travel.
- v. State and local government can work to improve coordination between their transportation and economic development agencies. For example, local governments can consider the implementation of development review committees that make use of expertise from multiple agencies and/or departments, and provide a well-rounded review of projects in terms of land use and transportation. State government can also consider the implementation of an economic development review committee consisting of economic development and transportation experts.

3. Street and Development Design

- a. State and local government should seek to enhance quality of life in communities by coordinating the design of streets and developments.
 - i. Local governments should require the completion of traffic impact studies for larger developments. When traffic studies are performed, all stakeholders better understand the transportation investments needed to support the development in the context of the overall transportation system. Guidance on traffic studies is available from Mn/DOT.
 - ii. Local governments should require that subdivision, other development, and redevelopment designs provide appropriate connections between neighborhood and regional road networks. This coordination ensures the transportation system will provide a good balance between mobility and access. Guidance on appropriate connections is available from Mn/DOT through its Access Management Guidelines.
 - iii. Local governments should require that subdivision, other development, and redevelopment designs support a system of interconnected streets, trails, and sidewalks that supplement the area's major highways and roads. These designs should support travel by multiple modes including transit, bicycles, pedestrians, emergency vehicles, vehicles servicing utilities, and commercial vehicle configurations, where appropriate. These designs better support cost-effective transit, bicycle and pedestrian travel, and the concept of Complete Streets.
 - iv. Local governments, within growing communities, should preserve right-of way for expansion of major highways and arterials consistent with state, regional, and local plans.

- v. All transportation authorities should consider all modes and the appropriateness of Complete Streets as they develop and plan their transportation system. Mn/DOT is currently working with local governments to evaluate the feasibility and process needed to develop a Complete Streets policy.
- 4. Compliance with Americans with Disabilities Act (ADA)
 - a. State and local governments will work to make their transportation systems ADA compliant.
- 5. Networks for Timely Communication
 - a. Mn/DOT and MPOs will take a stronger leadership role in establishing and maintaining an institutional framework for communication and sharing of land use and transportation plans and technical knowledge.
 - i. Building on the success of the Toward Zero Deaths (TZD) initiative (see Policy 1) and Area Transportation Partnerships (ATP), Mn/DOT Districts will work to develop new networking frameworks that facilitate timely and regular communication among all stakeholders regarding land use, transportation and infrastructure issues. Examples of issues include coordinating the replacement of local underground utilities during the reconstruction of a roadway and the location of new schools or major employment centers.
 - ii. Mn/DOT will offer technical and organizational support in areas that have an institutional framework in place provided by the MPO or regional development commission (RDC).
 - iii. Mn/DOT will work with its local partners to develop a strong network in other areas of Minnesota that do not have a framework in place.
 - iv. Mn/DOT will work to involve not only transportation and local public works and land use authorities, but also key state agencies involved in community development such as the Department of Employment and Economic Development, the Department of Agriculture, and the Department of Commerce.

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. Flagship Initiative: Implementation of Americans with Disabilities Act (ADA).

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

ITS ARCHITECTURE PLAN

- I. 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.

GREATER MINNESOTA TRANSIT PLAN

- I. 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.

ST. CLOUD APO 2035 TRANSPORTATION PLAN

- I. Access & Mobility
 - A. Improve Access and Mobility of Entire Transportation System
 - 1. Improve quality of life for people living, working, and utilizing metro area
 - a. Encourage smart land use planning

METROPOLITAN COUNCIL 2030 TRANSPORTATION PLAN

I. Transportation System Investment

A. Coordination of Transportation Investments and Land Use

1. Regional transportation investments will be coordinated with land use objectives to help implement the Regional Development Framework's growth strategy and support the region's economic vitality and quality of life.
 - a. Accessibility
 - i. The Council will promote land use planning and development practices that maximize accessibility to jobs, housing and services.
 - b. Alternative Modes
 - i. Transportation investments and land development will be coordinated to create an environment supportive of travel by modes other than the automobile including travel by transit, walking and bicycling.
 - c. Increased Jobs and Housing Concentrations
 - i. Transportation investments and land development along major transportation corridors will be coordinated to intensify job centers, increase transportation links between job centers and medium-to-high density residential developments and improve the jobs/housing connections.
 - d. Transit as Catalyst for Development
 - i. Transitways and the arterial bus system should be catalysts for the development and growth of major employment centers and residential nodes to form an interconnected network of higher density nodes along transit corridors. Local units of government are encouraged to develop and implement local comprehensive plans and zoning and community development strategies, including parking policies, that ensure more intensified development along transitways and arterial bus routes.
 - e. Local Comprehensive Plans
 - i. Local comprehensive plans must conform to the Transportation Policy Plan and should recognize the special transportation opportunities and problems that various Development Framework planning areas present with regard to transportation and land uses.
 - f. Local Transportation Planning
 - i. Local governments should plan for and implement a system of interconnected arterial and local streets, pathways and bikeways to meet local travel needs without using the Regional Highway System. These interconnections will reduce congestion, provide access to jobs, services and retail, and support transit.
 - g. Metropolitan Urban Service Area (MUSA)
 - i. Local governments within the MUSA should plan for a prospective 20 years and stage their transportation infrastructure to meet the needs of forecast growth. Outside the Metropolitan Urban Service Area transportation plans and facilities and land use patterns must be compatible with the region's need for future sewered development and protection of agriculture.

B. Public Participation in Transportation Planning and Investment Decisions

1. The Council and its regional partners will promote public participation in formulating transportation policy, developing transportation plans and making transportation investment decisions.
 - a. Interjurisdictional Coordination and Participation.
 - i. The Council will coordinate with cities, counties and government agencies in planning and implementing regional investment and policy through the Transportation Advisory Board and its Technical Advisory Committee and subcommittees, as well as by participating in some local planning initiatives and providing technical assistance.

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. Context-Sensitive Design
 - i. All new and reconstructed roads will be planned and designed in a way that protects and enhances the environment and is sensitive to community attributes and objectives.
 - b. 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.

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 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.

B. Transitway Development and Implementation

1. As one element of an overall transit network, the Metropolitan Council will strongly pursue, in coordination with CTIB, county regional railroad authorities and transit providers, the cost-effective implementation of a regional network of transitways to provide a travel-time advantage for transit vehicles, improve transit service reliability and increase the convenience and attractiveness of transit service.
 - a. Transitway Modes
 - i. Transitway modes will include commuter rail, light rail, bus rapid transit, and express buses with transit advantages. Other transitway technologies may be considered as they become proven, reliable and cost-effective. Intercity

passenger rail services could develop rail improvements that could also be used by commuter rail transitways within the region.

- b. Criteria for Transitway Selection
 - i. Transitway investment decisions will be based on factors such as ridership, mobility improvements, operating efficiency and effectiveness, environmental impacts, regional balance, economic development impacts and cost-effectiveness. Readiness, priority and timing will be considered when making transitway investments, as will local commitment to transitway implementation and land use.
 - c. Process for Transitway Selection
 - i. Every transitway corridor will be studied in-depth before investments are made. Every potential commuter rail and light rail project will undergo an alternatives analysis and develop an environmental impact statement before seeking funding for implementation. All bus rapid transit corridors will be studied and a range of implementation alternatives developed.
 - d. Transitway Coordination
 - i. Transitway implementation will be coordinated with other transit, highway, bicycle and pedestrian projects, facilities, and investments.
 - e. Enhanced Transit Service Along Transitways
 - i. The Council will support enhanced transit service along transitways and the integration of existing routes along transitway corridors as appropriate to take full advantage of transitway improvements.
 - f. Transitway Coordination with Other Units of Government
 - i. The Council will coordinate transitway planning and implementation with other jurisdictions including Mn/DOT, CTIB, regional railroad authorities, local units of government and transit providers.
 - g. Transitways and Development
 - i. The Council will work with local units of government to ensure that transitways promote efficient development and redevelopment.
 - h. Transitway Operations
 - i. Transitway infrastructure investments will not occur unless operating funds have been identified.
- C. Transit for People with Disabilities
- 1. The Council will provide transit services for persons with disabilities in full compliance with the 1990 Americans with Disabilities Act including the accessible regular-route transit system, comparable ADA, and other dial-a-ride programs.
 - a. Accessible Vehicles
 - i. The Council will ensure that all new transit vehicles and facilities will be accessible to persons with disabilities.
 - b. Provide Comparable Service
 - i. Paratransit service comparable to the region's local regular-route transit system will be provided to individuals who are certified by the Council under the Americans with Disability Act (ADA).
 - c. Access to Transit Stops and Stations

- i. Local communities and transit providers shall coordinate their efforts to assure that all fixed-route transit stops are accessible year-round, including snow removal.
- d. Transfers Between Fixed-Route and ADA Services
 - i. The Council will encourage transfers between regular-route services, dial-a-ride and ADA paratransit services utilizing transit centers and rail stations as transfer points.

IV. Other Surface Transportation

A. Providing 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.
 - f. Education and Promotion
 - i. The Council encourages educational and promotional programs to increase awareness of and respect for the rights of pedestrians and bicyclists by motorists and to educate bicyclists on the proper and safe use of public roadways.

V. Aviation

A. Agency and Public Coordination

1. The regional aviation planning partners will promote public participation and awareness of aviation issues including involvement of non-traditional populations, system users and individuals.
 - a. Enhance Public Awareness
 - i. The region's aviation partners will utilize a variety of media and technologies to bring aviation planning into the mainstream of public decision-making so all interested persons have an opportunity to participate in the process and become acquainted with major development proposals.
 - b. Governmental Roles Defined
 - i. The region's aviation partners will have a regional aviation management system that clearly defines government roles and responsibilities for planning, development, operations, environmental mitigation and oversight.

B. Airports and Land Use Compatibility

1. In areas around an airport, or other system facilities, land uses should be compatible with the role and function of the facility. The planning, development and operation of the region's aviation facilities must be conducted to minimize impacts upon the cultural and natural environment, regional systems and airport communities.

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.

II. Access & Mobility

A. Develop and maintain the Duluth-Superior transportation system in ways that increase accessibility and mobility

1. 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.
- 2. Reduce negative social impacts
 - a. Ensure transportation projects are "context sensitive," compatible with the cultural features of an area, and consistent with local comprehensive plans.
 - i. Request MIC review of site designs for upcoming development projects.
 - ii. Educate and advocate for the inclusion of Complete Streets principles in local projects.
 - iii. Promote awareness of local transportation issues and provide educational opportunities for decision makers and the public.
 - iv. Work with jurisdictions to ensure projects adhere to environmental justice requirements.
- 3. Avoid low-density expansion
 - a. Increase the number of transportation projects that address existing development centers, promote density and reduce the need to expand transportation facilities.
 - i. Advocate for jurisdictions to exercise Smart Growth principles in their communities.
 - ii. Promote the policies and recommendations of the MIC's 2004 Duluth Urban Area Growth Impact Study.

III. Environmental Protection

A. Protect and enhance the environment through responsible and compatible transportation projects

- 1. Reduce negative environmental impacts
 - a. Reduce transportation impacts on air and water quality; ensure transportation projects are compatible with ecological processes
 - i. Help ensure that projects meet NEPA and CAA standards.
 - ii. Promote projects that minimize traffic congestion and emissions.
 - iii. Promote efforts to increase transit ridership in the Twin Ports.
 - iv. Promote efforts to increase non-motorized travel in the Twin Ports.
 - v. Promote projects that incorporate design features to mitigate stormwater runoff.
 - vi. Promote projects that minimize additional impervious surfaces.
 - vii. Research de-icing strategies and technologies to minimize the impact of road salt.
- 2. Reduce negative social impacts
 - a. Ensure transportation projects are "context sensitive," compatible with the cultural features of an area, and consistent with local comprehensive plans.
 - i. Request MIC review of site designs for upcoming development projects.
 - ii. Educate and advocate for the inclusion of Complete Streets principles in local projects.

- iii. Promote awareness of local transportation issues and provide educational opportunities for decision makers and the public.
 - iv. Work with jurisdictions to ensure projects adhere to environmental justice requirements.
 - 3. Avoid low-density expansion
 - a. Increase the number of transportation projects that address existing development centers, promote density and reduce the need to expand transportation facilities.
 - i. Advocate for jurisdictions to exercise Smart Growth principles in their communities.
 - ii. Promote the policies and recommendations of the MIC's 2004 Duluth Urban Area Growth Impact Study.
 - 4. Improve energy conservation
 - a. Increase the number of projects that promote energy conservation and incorporate design features aimed at increasing local and regional sustainability.
 - i. Work with jurisdictions to identify growth areas; develop strategies to share revenues.
 - ii. Identify key corridors to improve signal operations and to reduce fuel consumption.
 - iii. Research "green" transportation strategies or technologies relevant to MIC area.

IV. 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.

V. Public Information

- A. Maintain a planning process that is committed to coordination and public participation, and is responsive to the needs and interests of all residents, stakeholder groups and public agencies
 - 1. Successful coordination
 - a. Ensure successful coordination among jurisdictions and other local entities
 - i. Identify all stakeholder groups relevant to any MIC study or plan.
 - ii. Form diverse steering committees to provide additional expertise for planning activities.
 - iii. Stay abreast of jurisdictional plans and planning activities; communicate to other jurisdictions.
 - 2. Ensure environmental justice compliance
 - a. Ensure that MIC activities remain consistent with federal environmental justice requirements

- i. Identify areas of minority and low-income populations in the MIC area.
- ii. Proactively engage all stakeholder groups to identify potential issues early in planning activities.
- iii. Provide outreach to communities potentially affected by planning activities to insure a significant and timely enhance of information.

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.

II. Enforcement

- A. Build infrastructure to a standard that encourages a desired behavior (i.e., reduced speeding and red-light turning) and thus reduce the need for formal enforcement.
 - i. Continue with ongoing (enforcement) activities.
 - ii. Expand the list of enforcement personnel on LAPC committee contact lists.
 - iii. Encourage communities and Departments of Transportation to incorporate traffic calming measures into their road projects.
 - iv. Adopt a Complete Streets policy (La Crosse County and MPO member communities).
 - v. Encourage planning, engineering, and public works departments to adopt design standards that reduce the need for traffic enforcement.
 - vi. Other enforcement recommendations as presented in the TDP and the regional bicycle plan.

III. Encouragement

- A. Recommend actions that promote, advance, or foster a desired behavior such as increasing the number of people walking and biking or decreasing the number of single-occupancy vehicles. Development practices that provide multimodal facilities give residents and visitors travel choices and thus encourage travelers to use modes they have not in the past been able to use
 - i. Continue working with stakeholders to implement the TDP and bike plan
 - ii. Complete a pedestrian safety action plan.
 - iii. Enact a Complete Streets policy at the County and municipal levels.
 - iv. Encourage municipalities and counties in the planning area to amend zoning/development regulations to REQUIRE bicycle parking at new commercial, public and multifamily residential developments and address minimum design guidelines for parking facilities and types in the ordinance; amend development regulations to require bicycle paths

and trails as a discretionary condition of development; amend development regulations to require sidewalk provisions as recommended by ITE and FHWA; modify zoning requirements to establish maximum parking spaces and shared-parking; modify zoning regulations to require adequate off-street loading docks or spaces at new and renovated businesses.

- v. Encourage incorporated communities to develop transit-oriented development plans.
- vi. Encourage incorporated municipalities to modify zoning regulations to include incentive zoning.
- vii. Continue to follow the other encouragement recommendations as presented in the TDP and the regional bicycle plan.

IV. 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. Encourage infill development and redevelopment to minimize costs of new infrastructure and public services.
 - i. Utilize congestion management toolbox.
 - ii. Create and/or revitalize neighborhoods for full and efficient utilization of existing services like roads, sewers, potable water, emergency services, and schools.
 - b. Identify and prioritize needs through good planning
 - i. Support and promote exurban land use coordination and encourage regional land use planning.
- 2. Maintain and improve the region's economic competitiveness
 - a. 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.
- 3. Manage and operate roadways efficiently
 - a. 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
 - b. 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. 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. Improve bike route signage, way finding, and pavement markings
 - i. Provide destination signage at regular intervals on major bike routes
 - ii. Provide "Metro Trails" trailblazing signage on principal bikeway network to establish and identify the regional bikeway network.
 - iii. Provide signage that directs riders to destinations or other bike routes.
 - iv. Establish a system of bike route nodes which include facilities like bike racks, bathrooms, map kiosks, potable water, benches, garbage cans, and other necessary amenities and infrastructure.
 - b. 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.
 - c. Establish an evaluation and rehabilitation program for bicycle and pedestrian facilities throughout the metro area
 - i. Consider neighborhood "adoption" of bike routes and shared-use paths for maintenance and periodic evaluation.
 - ii. Establish one phone number for the reporting of maintenance issues by the public; post the number on the back side of Metro Trails signs.
 - iii. Roadway segments of the Principal Bikeway Network should be held to a pavement quality standard that specifically recognizes the needs of bicyclists.

6. Build a livable community with a high quality of life
 - a. Encourage more mixed-used development.
 - i. Plan for neighborhood commercial and retail such that many daily needs of neighborhood residents can be met within the neighborhood.
 - ii. Keep industrial land uses separate or adequately buffered from residential land uses.
 - b. Encourage more areas of compact development for all income levels.
 - i. Provide quality green space for every neighborhood because higher densities are more attractive when coupled with quality green space.
 - ii. Require appropriate right of way easements for public access to open space.
 - iii. Provide a variety of housing options and densities within each neighborhood.
 - iv. Utilize zoning practices that provide flexibility to support/encourage mixed uses and higher densities.
 - v. Encourage high quality buildings; focus on use and form.
 - c. Reinvest in core neighborhoods.
 - i. Promote redevelopment in marginal neighborhoods and underutilized parcels.
 - ii. Where sufficient excess transportation and utility capacity exists, encourage mixed-uses and higher densities.
 - iii. Support and encourage historical integrity and unique neighborhoods.
 - d. 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.
 - e. 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 a safe transportation system
 - a. Adopt uniform bicycle/pedestrian traffic control devices.
 - i. Utilize MnDOT Manual on traffic control devices.
 - ii. Utilize uniform manual on traffic control devices.
2. Provide an efficient transportation system
 - a. 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.
 - b. Assign riders to dial-a-ride and to accessible fixed route service based on user needs
 - i. Develop and maintain a centralized eligibility screening system for the disabled.
 - ii. Implement trip-by-trip eligibility determination for demand response service.
 - c. Comply with federal regulations pertaining to paratransit service
 - i. Meet and maintain the ADA service criteria.
 - d. 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.
3. Provide mobility and accessibility to transportation system users
 - a. 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.
4. 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. Consider local economic development activities in the transportation planning process
 - i. Invite economic development officials to be a part of the alternative analysis process to provide for comment on the consistency with economic development plans and initiatives.
 - ii. Provide documentation of the alternatives screening process to local economic development officials.

- c. Map the current street system to reflect the appropriate functional classification based on the adjacent activities, characteristics of the street, and the type (rural/urban)
 - i. Document that the current roadways reflect the established classification guidelines.
 - d. Design roadways to new land use using appropriate facility types
 - i. Document that new roads are consistent with established functional classification guidelines
 - e. 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
 - f. Coordinate with developers in the metro area
 - i. Provide assistance to developers utilizing transit friendly designs
 - g. Review all development proposals for continuity of this bike and pedestrian plan
 - i. Coordinate our local bicycle and pedestrian plan with the MN & ND plans.
 - ii. Require new developments and redevelopment to follow the current bike and pedestrian plan by adding bike and pedestrian facilities in their design.
 - iii. Review each city's land use regulations for consistency with this plan.
 - iv. Encourage the consideration of bike and pedestrian travel on all major reconstruction projects.
 - h. 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.
5. Minimize adverse impacts from transportation
- a. Reduce environmental impacts by vehicles
 - i. Reduce VMT and VHT growth rates and optimize vehicle speeds.
 - ii. Promote projects, policies that increase the use of non-motorized modes, transit, and other travel demand management strategies.
6. Promote a balanced, compact land use growth pattern
- a. Obtain a balance between transportation capacity and land use
 - i. Ensure compatibility between street functional classification and adjacent uses, while monitoring locations of congestion
 - b. Obtain a balance between transportation capacity and land use (streets and highways)
 - i. Refrain from expansion of the street and highway system which would promote development which is not contiguous.
 - c. Utilize public transit and transit facilities to reinforce compact land use patterns
 - i. Provide guidance for transit service through development approval process.
 - ii. Monitor land development patterns and identify compact development which may be supported by transit.

- d. Place bicycle facilities at major destinations
 - i. Establish appropriate bikeway facilities and have governmental agencies take a leadership role by providing facilities to promote biking to work.
 - ii. Reduce the off-street parking requirement for new development and redevelopment when they provide bicycle parking facilities.
 - iii. Require all new development and redevelopment to provide appropriate bicycling parking facilities at all commercial and business establishments.
 - iv. Review the land development code for consistency with this plan.
- 7. 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. 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.
- ii. 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

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. 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 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.
 - ii. 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.
 - iii. 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.

- c. 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.
- d. 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.

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.
 - b. Protect social, cultural and environmental resources from adverse impacts
 - i. Strive to meet or exceed standards for social/cultural/environmental quality established in existing environmental laws.
 - ii. Assess economic impact from a total societal perspective, managing transportation system development to maximize economic gain and minimize economic loss over both the short and long term.

VII. Land Use

- A. Encourage land use patterns which will maximize accessibility while minimizing the demand for vehicular travel growth
 - a. Promote development that will maximize the existing infrastructure capacity
 - i. Promote regional land use planning to encourage developing in designated growth areas where adequate highway capacity already exists.
 - ii. Support and/or facilitate redevelopment and infill and maintain the value of existing development.
 - b. Promote development of land use and transportation investments which will maximize the opportunity for non-auto modes of travel to succeed
 - i. Support continued intensification of activity in the Rochester Central Business District (CBD) and Medical Campus Area by increasing opportunity to travel to and within the CBD by non-automotive means.
 - ii. Promote corridor or non-CBD activity center development that will facilitate the use of alternative travel modes based on a feasibility study of urban rail service.
 - iii. All schools, libraries, major employers, and retail centers should provide for adequate on-site bicycle and pedestrian circulation.
 - c. Provide increased opportunity to utilize walking and bicycling as utilitarian modes of travel through community design

- i. Expand the number of households with safe and convenient access by walking or bicycling to nearby commercial, educational and recreational activity centers.
 - ii. Encourage all new development to accommodate access from adjacent residential areas and neighborhood activity centers.
- d. Promote local street systems that reinforce the character and identity of neighborhood residential environments
 - i. Minimize the impact of through traffic on local street systems and neighborhood livability.
 - ii. Minimize travel speeds on local street systems.
 - iii. Support safe bicycle and pedestrian activity in residential neighborhood areas with appropriate traffic calming measures.

VIII. Information & Education

- A. Provide citizens, businesses and leaders of the community with information they need to make informed transportation choices
 - a. Promote alternatives to the private automobile in selected customer markets
 - i. Implement awareness outreach and marketing activities regarding the availability and advantages of alternative modes of travel to various consumer markets (students, senior citizens and workers in targeted transit service areas).
 - ii. Attract additional medical campus and CBD employment trips to alternative modes.
 - iii. Attract additional medical campus and hospitality industry visitor trips to transit services.
 - b. Foster informed community debate on sustainable development and transportation policy
 - i. Educate the community about the costs of transportation to business and individuals and its influence on development patterns.
 - ii. Promote the benefits of alternatives to travel in low occupancy private automobiles through education/awareness and information programs.
 - iii. Increase awareness of how transportation and land use influence and impact sustainable development issues.

IX. Government Processes

- A. Support delivery of efficient and effective transportation service through government processes
 - a. Coordinate transportation expenditures with other public sector expenditures to maximize the productive use of public resources
 - i. Coordinate system planning for transportation with system planning for other community infrastructure systems such as sewer, water, stormwater or recreation facilities.
 - ii. Develop integrated public investment programs for defined neighborhood or corridor areas.

X. Freight Rail Service

- i. 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.

- ii. 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.

XI. 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.

XII. TDM and Sustainability

1. Influence travel choice

- i. Complete Safe Routes to Schools (SRTS) Plan for Rochester and Small Cities School Districts.
- ii. Continue to work with Mayo Clinic to refine and revise workplace commute options to reduce single occupant vehicle commuting.
- iii. ROCOG and the City of Rochester should work cooperatively with business interests to encourage employers to offer programs or benefits to employees designed to reduce drive alone commuting.
- iv. Evaluate final implementation and proceed to institute those parking pricing strategies in the Rochester Downtown Mobility Plan that are determined to have validity and will move the community towards goals.
- v. 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.
- vi. Establish a process for monitoring and reporting on indicators that measure the extent to which alternative modes of travel are financially supported and the extent to which individuals are using alternative modes to reduce the demand for private vehicular travel.
- vii. Continue to work with City of Rochester on implementation of traffic calming measures.

- viii. 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. In Rochester urban area, continue to apply adopted Complete Streets policy and principles to all new roadway construction/reconstruction/repaving projects as a matter of routine practice.
 - iii. 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.
 - iv. 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..
- 4. Sustainability
 - i. As a matter of investment principles, ROCOG and its partner agencies should consider sustaining and extending the investment value of existing infrastructure through commitment to "fix it first" policy that would give higher priority to spending on existing facilities before expending funds on new capacity.
 - ii. ROCOG should develop modified street design standards that would link urban street design options to not only functional and operational characteristics of the traffic but also to account for the land use environment in which the facility is located and characteristics.
 - iii. Create incentives and establish goals, policies, programs or standards that will encourage the utilization of sustainable development principles in the areas of Complete Streets, bicycle mobility systems, transit-oriented development, parking, public transit, and pedestrian mobility systems/
 - iv. Investigate efforts that could help make the community a pioneer in electrified vehicles.

XIII. Bicycle and Pedestrian Travel

- 1. 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.
 - iv. ROCOG staff should monitor petitions to vacate existing right of way to consider the appropriateness of maintaining the corridor as public right of way for pathway purposes.
- 2. Encouragement
 - i. ROCOG should continue to work with jurisdictions and agencies in annual events such as the MNDOT Bike, Bus or Pool (BBOP) program in May of each year to promote bicycling and walking in the community and highlight the way it benefits the community.
- 3. Roadway Management and Land Use Considerations
 - i. "Traffic calming" has grown in popularity as a way to slow motorists, reduce cut-through traffic, reduce the impact of collisions and improve the roadway corridor environment for bicyclists and pedestrians in residential areas. Consideration of traffic calming improvements is usually managed through development of a neighborhood traffic management plan (NTMP). All NTMP efforts should include consideration of improvement needs for bicycle and pedestrians during the plan development process.
 - ii. Member agencies of the ROCOG Transportation Technical Advisory Committee should coordinate with school district facility planners to support a Safe Routes to School (SR2S) program and to identify improvements needed to enhance pedestrian access to schools in local comprehensive, transportation and school district planning efforts.
 - iii. Develop a Safe Route to School Plan for Rochester with the help of member agencies and school district facility planners.
- 4. Livable Community Considerations
 - i. ROCOG and local jurisdictions should explore with the local development community the feasibility of adopting policies and regulations that would encourage incorporation of livable community features and streamline the process for incorporating these features into new development
- 5. Active Living/Public Health
 - i. ROCOG should assist the City of Rochester in its efforts to implement Complete Streets Policy adopted in 2009 to ensure that the transportation project development process includes early consideration of the land use and transportation context of the project, identification of gaps or deficiencies for various users that could be addressed by the project, what enhancements could be provided to address pedestrian, bicycle or transit deficiencies, and an assessment of the tradeoffs to balance the needs of all users.
- 6. 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.

7. 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.
8. Bicycle Accommodations on Low Volume Roads
 - i. Shared use of low volume urban local roads is considered appropriate for bicyclists, as low traffic speeds and volumes allow bicyclists and motorists to safely share the road. Bike lanes (Class II facilities) or Bike Routes (Class IV facilities) should be considered where higher average vehicle speeds (above 30 MPH) or higher traffic volumes (ADT over 5,000) exist, which typically will not occur on local roads.
 - ii. In rural areas, separate bikeway accommodations including paved shoulders generally are not warranted on local roads because the low volume of usage allows motor vehicle drivers to safely pass bicyclists with a low likelihood of encountering on-coming traffic. Adding minimal-width shoulders or wider travel lanes can improve conditions for bicyclists on roads with moderate traffic volumes where there are no visibility concerns. Extra pavement width should be a consideration on roads with volumes at or projected above 750 vehicles per day.
9. Urban Area Considerations – Walkways
 - i. On urban roadways where path facilities are not specifically identified on the ROCOG Bikeway Plan, sidewalks should be provided on both sides, unless there are physical limitations and land use characteristics that render a sidewalk unsuitable on one side. In these situations, safe and convenient crossing opportunities must be provided to allow pedestrians to proceed to the side with sidewalks.