<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>Task</th>
<th>Vision</th>
<th>Outcome</th>
<th>Division(s)</th>
</tr>
</thead>
</table>
| 1) Enhance mobility. | A. Remove key bottleneck areas of the regional roadway system. | i. Support efforts to improve funding for regional transportation improvements.  
ii. Continue to work with the Metropolitan Council, coalition partners (494 and 35W Coalitions), MnDOT and other local agencies to focus transportation investments into regional corridors, including 494, 35W, TH77, and TH169.  
iii. Encourage MNDOT to update its official map for regional highways and related transportation facilities and to acquire rights of way for future expansion of freeways when parcels become available for purchase.  
iv. Encourage the development of high occupancy/toll (HOT) lanes, meter bypass lanes for high occupancy vehicles (HOV), and transit-oriented design requirements. | Forward thinking, Livability, Prosperity | Engineering, Planning |
| | | | | | |
| | B. Alleviate bottlenecks on the minor arterial and collector system. | i. Identify and prioritize transportation improvements that enhance mobility.  
ii. Proactively obtain rights of way, by dedication where possible, as shown on the City’s master plan.  
iii. Implement Intelligent Transportation Systems (ITS) technologies. | Forward thinking, Livability, Prosperity | Engineering, Planning |
| | C. Promote travel demand management (TDM) strategies | i. Encourage implementation of multi-jurisdictional and regional TDM efforts.  
ii. Continue to be actively involved in the multi-jurisdictional groups devoted to TDM and mobility enhancements such as I-494 Corridor Commission and the I-35W Solutions Alliance.  
iii. Continue to enforce City Code TDM plan requirements and thresholds.  
iv. Continue to advocate for public/private partnerships for park and ride use to allow shared use of under-utilized parking.  
v. Promote use of TDM techniques, such as promoting the use of transit, vanpools, carpools, and flex work schedules by working with business organizations such as the Chamber of Commerce.  
vi. Encourage telework by continuing to allow non-intrusive home occupations as permitted uses and by encouraging and facilitating the continued development of a high quality wired and wireless communications infrastructure.  
vii. Implement TDM techniques for City employees, such as flex work schedules and telework options.  
viii. Provide commuting information on the City’s website, including easy links to sites that display information on travel times, crashes, and construction areas.  
ix. Educate and encourage businesses and organizations to use shuttles to bridge gaps to public transit routes or gaps in service for employees/customers. | Forward thinking, Livability | Engineering, Planning |
| | D. Maximize land use and transportation coordination. | i. Promote a variety of land uses and development of complementary uses within walking distance of one another.  
ii. Locate regionally oriented land uses near regional transportation facilities (freeways and transitways).  
iii. Locate higher density development along transit corridors and near transit stations. | Forward thinking, Sustainable and Resilient | Planning |
| | E. Minimize traffic impacts on residential neighborhoods | i. Implement traffic management measures to slow traffic on local residential streets  
ii. Reduce the impacts of cut-through traffic on local streets by improving mobility on collector and arterial streets. | Forward thinking, Safe | Engineering |
<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>Task</th>
<th>Vision</th>
<th>Outcome</th>
<th>Division(s)</th>
</tr>
</thead>
</table>
| **F. Improve pedestrian and bicycle infrastructure.** | **i.** Work to implement the infrastructure improvements recommended in the Alternative Transportation Plan (Figures x.xx and x.xx).  
**ii.** Consider all users and modes, including pedestrians, bicyclists, motorists and transit users, when planning and designing transportation systems and reviewing development proposals to implement the “Complete Streets” transportation system.  
**iii.** Develop overall design standards that facilitate bicycling and walking.  
**iv.** Provide physical separation, when cost effective, between bikeways/sidewalks and roadways.  
**v.** Provide uniform traffic control devices for bikeways and walkways.  
**vi.** Work cooperatively with other agencies such as the Three Rivers Parks District, the State Department of Natural Resources, and the U.S. Fish and Wildlife Service to coordinate pathway connections, promotions, and information materials.  
**vii.** Provide year-round maintenance of sidewalks, shared-use paths, bike lanes, transit stops, and areas connecting to and within transit shelters.  
**viii.** Where feasible, create connecting paths for pedestrians and bicycles where dead-end streets or existing street networks prevent through circulation in neighborhoods.  
**ix.** Research and consider implementing a citywide bicycle sharing program.  
**x.** Provide standards for bicycle storage and locking facilities.  
**xi.** Work cooperatively with other agencies such as the Three Rivers Parks District, the State Department of Natural Resources, and the U.S. Fish and Wildlife Service to coordinate pathway connections, promotions, and information materials.  
**xii.** Work with Metropolitan Council, Minnesota Department of Transportation, Hennepin County, Three Rivers Park District, and neighboring jurisdictions to identify and eliminate barriers to biking. |  | Forward thinking, connected, safe | Livability, Prosperity | Engineering, Planning |
| **G. Improve public understanding of pedestrian and bicyclist resources and safety.** | **i.** Maintain and routinely update information online, in newsletters, cable access TV, and other media outlets regarding bicycle and pedestrian facilities within Bloomington.  
**ii.** Develop bicycle and pedestrian safety education to improve skills and observance of traffic laws, and promote overall safety for bicyclists and pedestrians.  
**iii.** Develop safety education aimed at motor vehicle drivers to improve awareness of the needs and rights of bicyclists and pedestrians.  
**iv.** Support Bloomington Bicycle Alliance as the key local advocacy group. |  | Connected | Livability, Prosperity | Engineering |
| **H. Design and plan transportation facilities to consider the needs of all road users.** | **i.** Implement the “Complete Streets” policy.  
**ii.** Develop context-sensitive street cross sections that minimize pavement widths, based on the use of the right of way and various needs, including, but not limited to, transit routes, parking, bicycle routes, pedestrian use, and expected type, volume, and speed of vehicular traffic.  
**iii.** Develop and analyze motor vehicle, cyclist and pedestrian crash data and use the analysis in prioritizing improvements. |  | Connected | Livability, Prosperity | Engineering |
| **Z. Maximize user safety.** | **A. Prioritize safety improvements.** | **i.** Consistently apply traffic control devices in conformance with the Minnesota Manual on Uniform Traffic Control Devices.  
**ii.** Acquire and install adequate signs to provide safety enhancing features such as medians and boulevard type sidewalks, where needed.  
**iii.** Develop and analyze motor vehicle, cyclist and pedestrian crash data and use the analysis in prioritizing improvements.  
**iv.** Support Bloomington Bicycle Alliance as the key local advocacy group. |  | Connected | Livability, Prosperity | Engineering |
| **B. Manage the public rights of way to maximize safety.** | **i.** Advocate for State support in reducing the amount of private infrastructure permitted and mandated within the public right-of-way.  
**ii.** Manage placement of structures and other obstruction setbacks as necessary to minimize negative safety impacts from private structures placed in the right of way. |  | Forward thinking | Livability | Engineering |
| **C. Ensure sufficient access management.** | **i.** Manage and minimize direct access to minor arterial streets.  
**ii.** Require driveway designs and locations to conform with the City’s access management practices.  
**iii.** Coordinate review and permitting of access to county and state roadways with appropriate agencies. |  | Forward thinking | Livability | Engineering |
## TRANSPORTATION ELEMENT

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>Task</th>
<th>Vision</th>
<th>Outcome</th>
<th>Division(s)</th>
</tr>
</thead>
</table>
| D. Promote compliance with traffic laws. | i. Consider implementation of technology to support traffic law enforcement.  
ii. Encourage neighborhood participation in improving traffic law compliance utilizing the Neighborhood Watch Group and National Night Out Structure.  
iii. Encourage traffic law awareness utilizing City communication devices.  
iv. Consider additional police enforcement personnel focused specifically on traffic.  
v. Continue to support Police Department involvement to educate and encourage safe driver practices.  
vi. Establish and publicize uniform traffic complaint procedures.  
vii. Provide access to education sessions with regards to a safer practice for all modes of transportation. | Forward thinking | Equity | Police |
| 3. Protect the public investment in transportation infrastructure. | A. Manage the maintenance of public roadways and pathways. | i. Adequately fund the Pavement Management Program for streets and trails.  
ii. Continue to pursue roadway infrastructure maintenance and replacement grants.  
iii. Convert transitional streets to permanent streets as they can be phased into the reconstruction program.  
iv. Continue to study and implement new techniques in pavement management to improve efficiency and effectiveness.  
v. Work to recover appropriate costs from utilities and others using the right of way to compensate for their impact on public streets.  
vi. Perform snow removal  
vii. Restrict on street parking signs in areas where parking obstructs access or is deemed hazardous.  
viii. Adequately fund the upkeep of the trails and sidewalks. Coordinate street reconstruction projects with private utility company projects.  
ix. Inventory and rate condition of all transportation infrastructure (including traffic signals, street lights, signs, sidewalk/bikeways and streetscaping).  
x. Develop target conditions for assets.  
xi. Develop maintenance plans and funding system to achieve targets. | Forward thinking, sustainable and resilient, stability | Stewardship, Prosperity | Engineering |
| 4. Support an accessible, inter-connected transit system. | A. Advocate for a network of strategically placed transitways | i. Encourage transit providers to establish bus rapid transit along regional corridors.  
ii. Encourage the timely implementation of the planned Orange Line, D-Line, American Boulevard and 169 BRT systems.  
iii. Prioritize regional transit investments on existing high density corridors.  
iv. Encourage transit providers to improve connections from Bloomington to other regional transit centers and destinations.  
v. Participate in efforts to increase coordination among the providers offering transit service in Bloomington and surrounding communities. | Connected | Livability, Equity | Planning, Engineering |
| | B. Work to enhance local transit network to meet the needs of residents and employees. | i. Work with transit providers to tailor services to improve access for Bloomington’s transit dependent residents.  
ii. Encourage transit providers to establish “reverse” commute service.  
iii. Work with transit providers to identify where additional circulator bus service is warranted.  
iv. Work with transit providers to continue updating and implementing new technology, such as real-time departures, to enhance the transit riders experience.  
v. Continue to work with transit providers to identify and accommodate changing demographics and/or land use.  
vi. Work with transit providers to optimize intercity connections between regional transit systems.  
vii. Collaborate with the various ridesharing services to provide the missing link between existing transit service and destinations.  
viii. Advocate and explore partnerships with ridesharing services to provide “first mile, last mile” arrangements within the city boundary. | Connected | Livability, Equity | Planning, Engineering |
## TRANSPORTATION ELEMENT

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>Task</th>
<th>Vision</th>
<th>Outcome</th>
<th>Division(s)</th>
</tr>
</thead>
</table>
| 5. Address the specific transportation needs and opportunities of the South Loop District. | C. Maximize the benefits of existing and planned transit investments.     | i. Work with Metro Transit, Minnesota Valley Transit Authority, SouthWest Transit and other providers to create informational materials to increase awareness of the Bloomington circulator routes.  
  ii. Advocate for the implementation of the user-friendly, transit stations.  
  iii. Coordinate and integrate bike and pedestrian improvements with transit facilities to enhance accessibility and safety.  
  iv. Support transportation network improvements that facilitate transit use, including but not limited to additional park and ride facilities, bikeways/sidewalks, cycle storage, paved loading areas, improved signage, and transit shelters. | Sustainable and resilient, stability                                               | Livability, Prosperity                | Planning, Engineering              |

| 6. Prepare for and react to new technology that may have an impact on mobility. | A. Support a viable, high quality transit system. | i. Advocate for the implementation of the planned east-west transitway that connects the Mall of America and the existing Blue and Red Lines with the planned Orange and Green Lines along the I-494/American Boulevard employment corridor. | Forward thinking, connected          | Livability, Connected Equity       | Planning, Engineering              |

|                                                                     | B. Improve mobility.                                                     | i. Promote travel demand management (TDM) strategies.  
  ii. Implement and pursue the infrastructure improvements outlined in Figure 4.14.  
  iii. Collaborate with the Metropolitan Council to focus transportation investments within and along the I-494/I-694 corridor.  
  iv. Continue to expand Intelligent Transportation Systems.  
  v. Require new development and redevelopment to incorporate transit, pedestrian and cycle friendly design features. | Forward thinking, sustainable and resilient                              | Livability, Engineering              | Planning, Engineering Engineering |

|                                                                     | C. Provide a comprehensive, convenient and safe pedestrian and bicycle transportation system. | i. Implement the Alternative Transportation Plan and pursue infrastructure improvements outlined in the South Loop District Plan.  
  ii. Develop grade-separated connections at critical locations throughout the district. | Forward thinking, connected          | Livability Stewardship Engineering  | Planning, Engineering Engineering |

|                                                                     | D. Minimize the negative impacts of freight movement within South Loop. | i. Encourage freight deliveries, especially to the Mall of America, to occur during off-peak hours. | Forward thinking                   | Livability                        | Planning, Engineering Engineering |

|                                                                     | A. Research and be proactive on possible implications of new technologies, such as connected and automated vehicles, on infrastructure. | i. New parking ramps should be designed with the ability to convert to a new use if the required amount of adjacent parking decreases with the introduction of the autonomous vehicles.  
  ii. Stay apprised of the latest Intelligent Transportation Systems (ITS) technologies that may have relevance for implementation in Bloomington.  
  iii. Strategically plan for incorporation of necessary technology to prepare for vehicle to vehicle communications and vehicle to infrastructure communications.  
  iv. Strategically plan for the incorporation of “smart” technology into the roadway infrastructure. | Forward thinking, Stewardship       | Planning, Engineering Engineering   | Planning, Engineering Engineering |
