TRANSPORTATION

Transportation Analysis Zones

- ☐ Include a table allocating forecasted population, household, and employment growth by TAZ for 2020, 2030 and 2040.
- ☐ Describe how you have allocated demographic growth based on your plan's assumptions for guided future land use (e.g., density, mix of uses, locations for new development, highway/transit access, redevelopment, etc.).
- ☐ When doing your land use planning, accommodate development densities around transit consistent with density expectations established in Chapter 3 of the 2040 Transportation Policy Plan (2040 TPP).

Roadways

- ☐ Describe and map the functional classification of all existing and proposed roads within your community, using the functional classification system described in Appendix D of the TPP and the roadway classification map currently recognized in the region.
  - ☐ Maps must reflect the principal arterials adopted as the metropolitan highway system in the 2040 Transportation Policy Plan (2040 TPP).
  - ☐ If a community determines that a change to the A-minor arterial system in the community is warranted, a request should be made to the Transportation Advisory Board (TAB) for the change, and TAB's approval secured, prior to reflecting the new classification in the community's plan. Check the council's website or contact Elaine Koutsoukos at 651-602-1717 for more information.
  - ☐ Maps should also show the streets classified by the community as major and minor collectors and local streets. Changes to these streets from the function shown on the regional map are at a community's discretion, and do not need approval from TAB. However, these changes should follow the criteria laid out in Appendix D of the TPP and maintain system continuity. A map or table highlighting any discrepancies between the community's map and the regional functional classification map previously referenced should be submitted to Council staff so the regional map can be updated.
- ☐ Include the following information for the principal and A-minor arterials:
  - ☐ Identify the existing and future number of lanes.
  - ☐ Map current traffic volumes, including heavy commercial volumes, which include both ADT and HCADT.
  - ☐ Map forecasted 2040 traffic volumes. (This should be done using the Council's regional model, or another method with approval from Council forecasting staff.)
  - ☐ Identify future rights-of-way that need to be preserved.
  - ☐ Identify planned improvements to principal arterials as shown in the Current Revenue scenario of the 2040 TPP.
  - ☐ Identify any existing or proposed future MnPASS lanes, dedicated busways and bus-only shoulder lanes as shown in Figure 6-6 of the 2040 TPP.
  - ☐ Identify proposed new or improved interchanges to Principal Arterials that the MnDOT/Metropolitan Council joint interchange committee has found consistent with the 2040 TPP (shown on table 5-5 on 5.30 of TPP).
  - ☐ For other proposed interchange improvements, follow the Highway Interchange Request Criteria and Review Procedure, which can be found in Appendix F of the 2040 TPP.
  - ☐ Incorporate access management guidelines of MnDOT, or those of the county in which your community is located, into your comprehensive plan as well as into your subdivision and zoning ordinances.
  - ☐ Describe recommendations from recent corridor studies regarding roadway improvements, changes in land use, and/or access.

For those communities with areas having the highest concentration of uses and traffic generation (Downtown Minneapolis, Downtown St. Paul, University of Minnesota, and Airport South/Mall of America):

- ☐ Include analysis of travel demand management strategies for moving people and freight into, out of, and within these areas.

Transit

- ☐ The region has established Transit Market Areas to guide the types and levels of transit service that are appropriate for efficient and effective services. Transit Market Areas are defined in Appendix G of the 2040 TPP by the demographic and urban design factors that are associated with successful transit service. Identify your community in relationship to your transit market area(s). Describe and map the existing and planned transit infrastructure and services in your community, including those of Metro Transit or other regional transit service providers. Communities should include the identification of the following basic elements of the transit system in their comprehensive plan:
  - ☐ Existing transit routes and dial-a-ride services
  - ☐ Existing and potential high-frequency transit routes
  - ☐ Existing and planned transit stations and transit centers
  - ☐ Existing and planned park-and-rides and express bus corridors
  - ☐ Existing and planned transit advantages

- ☐ Existing transit support facilities

For communities with transitways in the 2040 TPP Current Revenue Scenario with an identified mode and alignment and for high-frequency bus corridors:

- ☐ Describe the community's roles and responsibilities in transitway development, including activities completed or currently underway.
- ☐ Describe and map these transitways in your community, including future stations identified by the end of project development.
- ☐ Conduct station-area or corridor planning including an investment and regulatory framework that guides future implementation activities.
- ☐ Incorporate station area or corridor plans into the comprehensive plan by the end of Project Development.
  - ☐ Identify the geography of transit station areas.
  - ☐ Ensure that land guided for future residential development in station areas conforms to minimum density levels in the 2040 TPP; and address opportunities for residential density at target density levels.
  - ☐ Plan for a total level of activity in station areas that is supportive of transitway investments; and address the activity level guideline of a minimum combined total of 7,000 residents, jobs, or students.
- ☐ Address access to stations by pedestrians and bicyclists.

For communities with transitways in the 2040 TPP Current Revenue Scenario prior to an identified mode and alignment:

- ☐ Describe the community's roles and responsibilities in early transitway development, including analysis of potential modes, alignment, and station locations.
- ☐ Describe and map these transitways in your community including alternative alignment(s) and station locations under consideration.

Bicycling and Walking

- ☐ Describe and map the existing and planned on-road and off-road bicycle facilities in your community.
- ☐ Map and describe the Regional Bicycle Transportation Network (RBTN) within your community:
  - ☐ Show all Tier 1 and Tier 2 RBTN corridors and alignments.
  - ☐ Show the relationship of the RBTN to the local bicycle network of off-road trails and on-street bikeways including all existing and planned connections.
  - ☐ Include locations of regional employment clusters and activity center nodes (as shown on the RBTN map) and other local activity centers.
  - ☐ For Tier 1 and Tier 2 corridors on the RBTN, describe and map the existing or planned bicycle facility alignments that are within the established corridors; the purpose of these corridors is as a placeholder for cities/counties to designate a planned alignment. If there is a planned alignment that would fulfill the intent of the corridor and that lies within and in line with the corridor's directional orientation that the community would propose to replace the established corridor, map that alignment and denote by indicating it as "proposed for the RBTN."
- ☐ Analyze and address the need for local bicycle and pedestrian facility improvements to provide connections that remove major physical barriers (i.e., freeways, railroad corridors, rivers and streams) on the regional (RBTN) and local networks.
- ☐ Discuss pedestrian system needs in a manner that responds to your community designation (as described in Thrive MSP 2040) and addresses the needs of your community.

Aviation

- ☐ Identify policies and ordinances that protect regional airspace from obstructions. Include how your community will notify the FAA of proposed structures.
- ☐ Map any facilities such as radio beacons or other air navigation aids sited in off-airport locations and address how they will be protected from physical encroachment and electronic interference through your local ordinance and notification processes. Your system statement will indicate whether your community hosts one of these facilities.

For Communities Impacted by an Airport:

- ☐ Map the airport location, including existing and future airport boundaries, land access locations, and runways. See more details in Appendix K: Airport Long Term Comprehensive Plans.
- ☐ Describe the existing and future functional and operational characteristics for any airport whose compatibility area includes your community.
- ☐ Assess existing and potential future noise impacts of airport operations. If your community is affected by aircraft noise, work with the airport owner/sponsor to prepare or update a noise program to reduce, prevent, or mitigate aircraft noise impacts on land uses that are incompatible with the guidelines identified in Table L-3: Land Use Compatibility Guidelines for Aircraft Noise.

- ☐ Evaluate, address, and establish policies related to land use compatibility issues, identifying efforts that include land acquisition, "preventive" land use measures, or "corrective" land use measures. (See Table L-2.)
- ☐ MnDOT- Aeronautics is in the process of updating the state airport zoning rules. These changes could affect your community's land use planning efforts in and around airports. Once the rules have been adopted by the state legislature, we will update this section so you know how these changes will affect your community. Currently, the changes are expected to be debated in 2016. If you should have further questions, contact Russ Owen at (651) 602-1724 or follow the process at http://www.dot.state.mn.us/aero/planning/zoning.html.

Freight

- ☐ Identify railways, barge facilities and truck or intermodal freight terminals within the community.
- ☐ Identify other important nodes that may generate freight movement, such as industrial parks and large shopping areas.
- ☐ Map the road network showing volumes of multi-axle trucks (also known as "heavy commercial average annual daily traffic or HCAADT") for Principal Arterial and A-Minor functional classifications.
- ☐ Identify any local roadway issues or problem areas for goods movement, such as weight-restricted roads or bridges, bridges with insufficient height or width clearances, locations with unprotected road crossings of active rail lines, or intersections with inadequate turning radii.