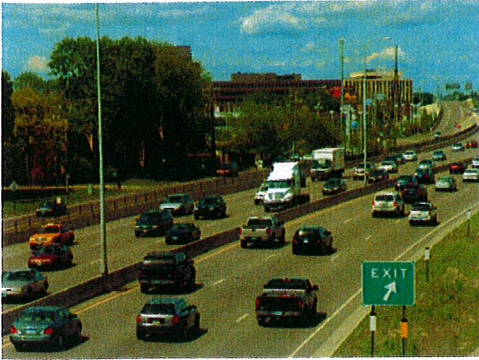


# 2030 TRANSPORTATION *Policy Plan*



## Realistic, Innovative, Flexible, Focused

The Twin Cities metropolitan area is a growing and prosperous region with many natural assets. With nearly 3 million residents, expected to grow to approximately 3.6 million by 2030, the region's transportation-related needs will also continue to grow.

The region's mobility, fundamental to its economic vitality and quality of life, is challenged by mounting congestion, rising costs, and tight fiscal constraints. Despite unprecedented levels of investment in recent years, the region faces hard choices in addressing mobility, safety and preservation needs.

To respond effectively, the region needs a transportation strategy that is realistic, innovative, problem-focused, and flexible, to leverage opportunities and maximize benefit to the region as a whole.

The region's 2030 Transportation Policy Plan, adopted in November 2010, contains policies and plans to guide development of the transportation system in the Twin Cities metro area to the year 2030. Recent updates to the plan include a new policy direction for highway investment, resulting from recent studies, the first significant aviation update since 1996, an updated transitway map, and updates affecting other transportation modes.

The plan addresses problems and issues in preserving the region's mobility and describes actions which will be undertaken to preserve, improve, and expand the region's highways, transit, and other transportation modes.

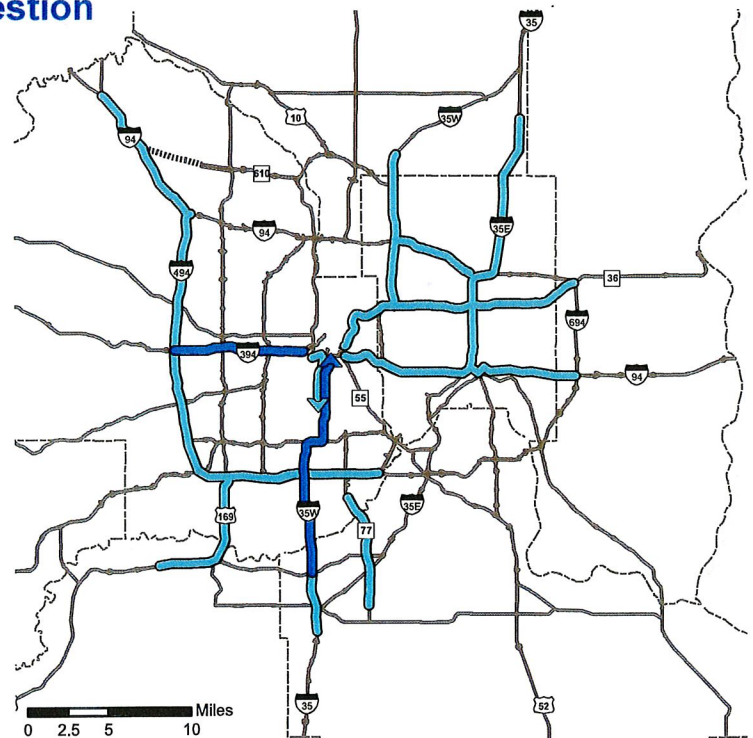
## The Highway Vision – Managing Congestion

In an uncertain future, the region will need a flexible, resilient transportation system that offers transportation choices and includes a more efficient and optimized highway network, and improved transit system.

Forecasts show that most of the region's highway system will experience congestion during peak hours by 2030. To address that congestion, this plan focuses on the people-moving capacity of the highway system, combined with strategies to minimize future demand on the system.

The region's roadways provide connections that are essential to the metro area's economic vitality and quality of life. But the demand for travel is enormous – and growing – posing difficult choices as the region attempts to sustain mobility in the face of mounting congestion.

With this level of anticipated congestion, it's not realistic to assume congestion will be eliminated, but overall system management can mitigate congestion throughout the system, and lower-cost high-benefit projects can effectively address bottlenecks.



The 2030 Transportation Policy Plan recommends implementing the vision for managed lanes depicted here over the next 20 years as one strategy for mitigating congestion on the region's highway system. Managed lanes (and priced MnPASS lanes) provide a congestion-free travel option for those willing to pay, carpool, or ride transit. (The dark-blue lines indicate currently operational managed lanes. The light-blue lines indicate future managed lane expansion.)

The plan focuses on the highest-level roadways, called the principal arterials and “A” minor arterials, which carry a majority of the trips in the region. The Council partnered with the Minnesota Department of Transportation (Mn/DOT) on the Metropolitan Highway System Investment Study (MHSIS) in 2009-10, a study that examined the role of managed lanes, strategic capacity expansion, and active traffic management (ATM) strategies, all of which focus on fully utilizing existing right-of-way on the metro highway system. The MHSIS was also coordinated with other planning efforts, including a study of short-term priorities for additional MnPASS (high-occupancy toll) lanes, a congestion-management safety plan study to identify problem areas and possible solutions, a travel demand management study, and reassessment of previously prioritized major projects.



### 5 Objectives of Highway Investment

- Increase the people-moving capacity of the system
- Manage and optimize the existing system to the greatest extent possible
- Manage future demand
- Increase trip reliability
- Minimize travel time

The plan recommends the following strategies to mitigate congestion, improve highway system performance and preserve a high level of mobility in the region:

1. Use active traffic management system-wide to reduce the impact of congestion and incidents on the system.
2. Construct lower-cost, high-benefit highway improvements to improve traffic flow and geometric design while addressing safety hazards.
3. Develop a system of managed lanes (and priced MnPASS lanes) to provide congestion-free travel options for those willing to pay or ride transit.
4. Implement capacity expansion in strategic locations, specifically for lane continuity or unfinished segments of the highway system.
5. Improve non-freeway trunk highways, with special emphasis on applying active traffic management and making preservation and safety investments.

### The Transit Contribution

Transit is already a major contributor to regional mobility – nearly 91 million rides were provided on the region’s transit system in 2010, with a goal of 147 million rides to be provided on the transit system by 2030.

In the future, a network of transitways will connect regional employment centers, improve the reliability of riders’ trips and boost the potential for transit-oriented development.

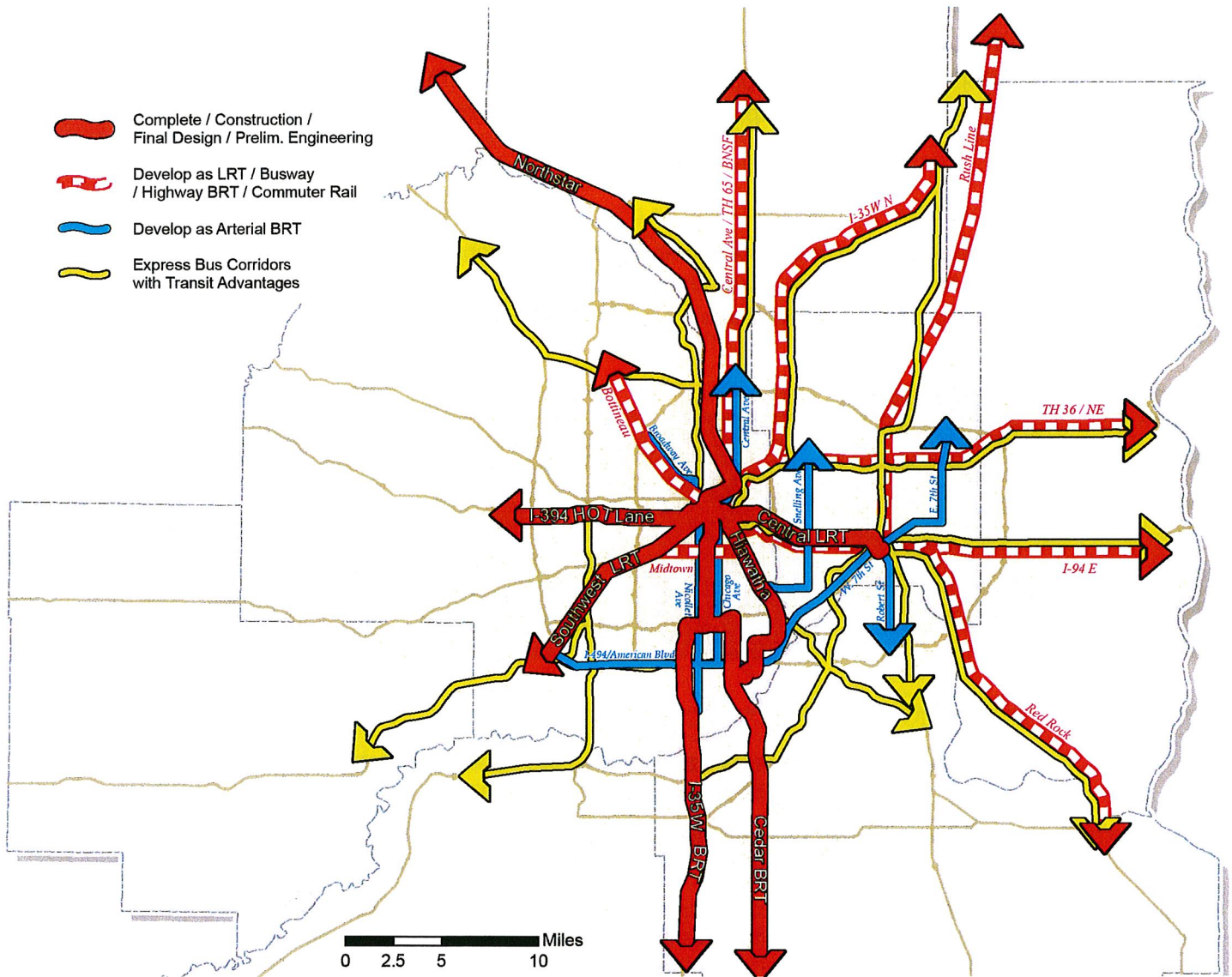
Many of the transitway corridors identified in previous transportation plans are underway. The Northstar Commuter Rail Line began providing service in late 2009, and it meets the recently extended Hiawatha light-rail line at the Target Field station in Minneapolis. Construction has begun on the Central Corridor light-rail line (LRT), and bus-rapid transit (BRT) is in development from Lakeville to downtown Minneapolis, both on the Cedar Avenue corridor and I-35W using a combination of a MnPASS toll lane and a priced shoulder lane. A new online station to support bus-rapid transit in these corridors opened in late 2010 at 46th Street and I-35W.

The transit chapter also includes a current transitway map, which identifies light-rail as the selected preferred mode for the Southwest Corridor, amended in the 2030 plan in early 2010. It also identifies long-range plans for the transitway system development, including bus-rapid transit on arterial corridors, and regular route transit system expansion, including park-and-ride facilities and intermodal stations.

# Network of Transitways

Complete, In Construction, In Final Design or Preliminary Engineering	Hiawatha LRT, I-35W BRT, Cedar Avenue BRT, I-394 MnPASS lane, Northstar Commuter Rail, Central LRT, Southwest LRT
Recommended to be developed as LRT/Busway/BRT/Commuter Rail (subject to selection of a locally preferred alternative)	Bottineau Corridor (Hennepin County), I-35W North, Central Avenue/Highway 65 (Anoka County), Rush Line (eastern metro area), Highway 36, Gateway (I-94 east), Midtown (Minneapolis), Red Rock (southeast metro area)
Develop as Arterial BRT (along existing roads)	Central Avenue, Snelling Avenue/Ford Parkway, West Broadway, Nicollet Avenue, Chicago Avenue, East 7th Street, Robert Street, West 7th Street, American Boulevard
Express Bus Corridors with Transit Advantages	Highway 65, I-35W north, I-35E, Highway 36, I-94 east, Highway 61, Highway 52, Highway 55, Highway 169, I-94 west, Highway 100, Highway 10.

## Transitways Map





## Updated Aviation Plan

The 2030 plan, which includes the first major update of the aviation plan since 1996, addresses impacts and opportunities facing the industry, such as the economic and security issues that have emerged since 2000. This plan incorporates new long-term comprehensive plans for the Minneapolis-St. Paul International Airport and six of its reliever airports.

The goal of the 2030 aviation plan is to assure the regional air transportation system is efficient and safe for the movement of people and goods to and from state, national, and international markets.

## Other Transportation Modes

Walking and bicycling are part of the total transportation picture and work well for shorter trips. The Council provides planning guidance on issues related to bikeways and walkways, and with its Transportation Advisory Board, allocates federal funds to bicycle and pedestrian projects. The Council's plan continues to support and coordinate efforts to strengthen these modes.

The plan acknowledges the multimodal freight movement system that connects the region to the rest of the nation and the world. The Council's plan proposes to continue to monitor the issues confronting the freight industry, working closely with Mn/DOT to support the economic vitality of the region.

## In Summary

The region is able to draw on proven, as well as innovative tools, to achieve a transportation system to address current and future needs. No single solution will accomplish that goal, but taken together, coordinated and refined, they will keep the region moving and vital.



To view the full 2030 Transportation Policy Plan, visit [www.metrocouncil.org](http://www.metrocouncil.org), and click on "Transportation."

CD copies of the document are available from the Regional Data Center – call 651.602.1140 or email [data.center@metc.state.mn.us](mailto:data.center@metc.state.mn.us).

The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. It runs the regional bus and light rail system, collects and treats wastewater, manages regional water resources, plans regional parks and administers funds that provide housing opportunities for low- and moderate-income individuals and families. The Council is appointed by and serves at the pleasure of the governor.