

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2010-64

DATE: October 6, 2010
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: 2011 Regional Solicitation: Revising Integration of Modes Criteria in the Regional Solicitation

MOTION: That the TAB simplify the integration of modes prioritizing criterion to evaluate the degree of connectivity to modal networks or destinations that new elements provide.

DISCUSSION: Integration of Modes has been a prioritizing criterion for many years. However, every project submitted in the last solicitation included some accommodation for pedestrians, bicycles and transit vehicles (where applicable) and it was difficult to score these projects with the existing criteria. The *2030 Transportation Policy Plan* states that all roadway projects should be designed in such a way that incorporates the accessibility and safety of all users of the transportation system and that consideration of all modes be made at the beginning of the planning and scoping process.

The technical committees discussed including a qualifying criterion requiring such consideration but the TAC instead chose to simplify the prioritizing criterion to evaluate the value the project adds to modal networks rather than tallying the existence of multimodal elements. All projects should address these modes to be consistent with the TPP.

Modal elements included in a project may be outside of the roadway right-of-way in situations where accommodation inside the right-of-way is impractical. Staff will develop, and the Funding & Programming Committee will revise, new criteria for integration of modes.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding and Programming Committee	Review & Recommend	September 16, 2010
Technical Advisory Committee	Review & Recommend	October 6, 2010
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

Integration of Modes

Integration of Modes has been a prioritizing criterion for many years. Every project submitted in the last solicitation included some accommodation for pedestrians, bicycles and transit vehicles (where applicable). The *2030 Transportation Policy Plan* states that all roadway projects should be designed in such a way that incorporates the accessibility and safety of all users of the transportation system at the beginning of the planning and scoping process. In light of this policy direction, which has been in effect in some way for many years, and the new Complete Streets legislation, it may be time to incorporate routine accommodation of all transportation modes in the qualifying criteria and simplify the prioritizing criterion to only look at whether and how non-motorized and transit elements of projects connect to an existing and planned network or system.

Pros:

- This would make the prioritizing criteria for mode integration simpler than it is today. We could instead evaluate the contribution to the development of bicycle, pedestrian or transit mode network that is made by the project and not the individual components of the intermodal elements of the project. Counting all of the intermodal elements used to be necessary because mode integration did not used to be commonplace, but they are now generally included in all projects submitted for federal funding. As a result, projects cannot be differentiated from one another in the criterion.

Cons:

- Do not use the term “Complete Streets” because there is a lot of misunderstanding of what that term means. It does not mean “all modes on all roads.”

Issues to Consider:

- Qualifying criteria should be flexible enough to allow for facilitation of non-motorized travel outside of the roadway right-of-way (for instance, on a parallel street or nearby trail). Federal funds can be used to facilitate bicycle travel on trails and local roads so those elements can be part of an application but may require more inter-jurisdictional coordination to make happen.