

Chapter 12: Work Program



The Metropolitan Council will carry out or participate in many studies and plans over the next two to three years. These studies will be used to gather additional information and perform further analysis to inform the development of future revisions to the *2030 Transportation Policy Plan*. Many of the studies identified below will be completed by the end of 2009 and will likely result in an amendment to this plan in 2010. The next scheduled update of the *Transportation Policy Plan*, as required by state and federal law, is due in 2012.

Two categories of work program items are listed below. The first category lists and describes studies to be completed by the Metropolitan Council, working with stakeholders in the region. The second category lists important studies of interest to the Council, but these studies will likely be completed by other agencies. The Council will seek active participation on these studies.

Studies Led by the Metropolitan Council

Working with stakeholders, the Metropolitan Council will lead studies that will inform plan amendments and updates, and other important regional transportation planning work. These include:

Travel Behavior Inventory (TBI)

The last TBI was conducted in 2001. A comprehensive TBI is usually done every 10 years in conjunction with the Census; therefore it is anticipated a complete TBI will be done in 2010. The data collected includes information on regional travel patterns, and data on individuals' travel behavior collected through interviews and surveys. The data will be used to recalibrate the region's travel forecast model and also analyzed to provide a better understanding of travel patterns.

Metropolitan Highway System Investment Strategy (MHSIS)

The Council, working with Mn/DOT, will conduct a Metropolitan Highway System Investment Study to produce a future investment strategy for metropolitan trunk highways. This study will define the most cost effective techniques and types of projects to optimize the performance of the highway system as measured by person, rather than vehicle, throughput. The intent is to better utilize the design capacity, pavement, including shoulders and right-of-way. The study will ask what could be done to improve the performance of the Metropolitan Highway System and preserve high levels of regional mobility.



Figure 12-1: The UPA is one example of congestion management.



Congestion Management Process (CMP)

The Council, working with Mn/DOT, will develop a Congestion Management Process for the region that meets federal requirements. The two studies described below will be conducted in 2009 as input into the CMP.

Transportation Demand Management Strategic Plan (TDMSP)

The Council, working in consultation with Mn/DOT and its regional partners in Travel Demand Management (TDM) including Metro Transit and transportation management organizations (TMO) will develop a regional TDM strategic plan (TDMSP) that will be used to guide investments in TDM activities in the region. The TDMSP will articulate regional TDM goals, recommend TDM activities to meet these goals and recommend an administrative structure to oversee the regional TDM program and its ongoing evaluation.

Congestion and Safety Management Plan

Mn/DOT will lead this analysis to identify a variety of system-management techniques. A key component will be to create the process and criteria to select low-cost/high-benefit projects to mitigate safety and mobility issues on the regional highway system. It is envisioned these projects will be the primary highway system investments that might effect over 150 locations throughout the region.

Reassess Major Highway Expansion Projects

Co-led with Mn/DOT, the major expansion projects adopted in the previous *Transportation Policy Plan* (2004) will be reassessed to evaluate needs and design more affordable solutions to address these needs. Each project will be examined to identify the preservation, safety or mobility needs and determine what might be funded given available resources. Assuming there are mobility problems in these corridors, the intent will not be to fix congestion for the next 20 years, but to optimize the highway segment, reducing problems without creating additional bottlenecks.

Transit Service Improvement Plan

Every two years, regional transit providers will prepare a short-term Service Improvement Plan that identifies their priorities for transit service expansion over the following two to four years. These plans will be submitted to the Council to prepare a regional Service Improvement Plan.



Figure 12-2: Transit service performance will be evaluated annually.



Figure 12-3: Transit improvements will match market conditions



Transit Service Performance Evaluation

All providers will review their transit service annually based on regional transit performance standards to ensure operational efficiency. Providers will annually submit their performance reviews to the Council for inclusion in a regional service performance review.

Arterial Bus Rapid Transit Scoping Study

A study of potential transitways identified for arterial bus rapid transit in this plan will evaluate potential improvements, costs, and benefits of BRT on arterial street corridors as identified in this document's Transit Chapter. The study will also consider strategies to integrate local bus service with BRT investments, develop a branding strategy for arterial BRT, and prioritize system improvements and implementation.

Community Based Transit

The Metropolitan Council contributes funding to locally controlled dial-a-ride programs throughout the metropolitan area. Fourteen programs currently receive funds; seven operated by cities or groups of cities, three by counties and four by non-profit organizations. These programs will be reviewed during 2008/2009 with proposed program changes scheduled for implementation in 2010. The changes will assure:

- the Council is investing in general public transit service
- consistent operating policies for all general public dial-a-ride services
- duplicative transit services are eliminated
- equitable coverage throughout the seven county area
- improved coordination at the local level between non-profits, Department of Human Service programs and fixed route service.

Commuter Rail Evaluation

This plan recommends a re-evaluation of commuter rail corridors when Northstar Commuter Rail is operational and travel patterns resulting from commuter rail implementation are more fully understood and incorporated into the regional travel demand forecasting model. Gathering this data and incorporating relevant factors in the regional forecast model must be completed prior to a system wide evaluation of potential additional commuter rail lines.





Bicycle Route Information and Signing Plan

In 2009, the Council will update the regional bikeways map with information from local comprehensive plans, which should provide the most current inventory of what local governments are planning and what exists today. The Council will be the lead agency in the regional mapping partnership to improve the dataset. In addition, the Metropolitan Council will work with local trail implementing agencies, Mn/DOT, the DNR, counties and cities to develop and implement a signage plan, including guidelines for sign content and placement to help bicyclists navigate the network within and between jurisdictions and to transit connections.

2030 Aviation System Plan Update: Phase II

In 2008 and 2009 the Council conduct a number of technical evaluations and analysis of the regional aviation system. The work will be coordinated with affected agencies and communities through the TAC Aviation Technical Task Force. Outcomes of the Phase II work will be used as warranted in a 2010 amendment to the *Transportation Policy Plan*.

Studies to be Conducted by Other Agencies, with Council Participation

- Complete Streets Study - Mn/DOT
- Statewide Comprehensive Freight and Passenger Rail Plan - Mn/DOT
- Mode and Alignment Studies - as recommended in Transit Chapter
- Metro District Freight Study - Mn/DOT
- MSP 2020 Long-term Comprehensive Plan (LTCP) Update - MAC
- Anoka County-Blaine Airport, Flying Cloud Airport, and St. Paul Downtown Airport 2020 LTCP Updates - MAC
- Forest Lake Airport Role Change Assessment - Forest Lake, working with the Metropolitan Council



Figure 12-4: Non-motorized travel modes will play an important role in the region.

