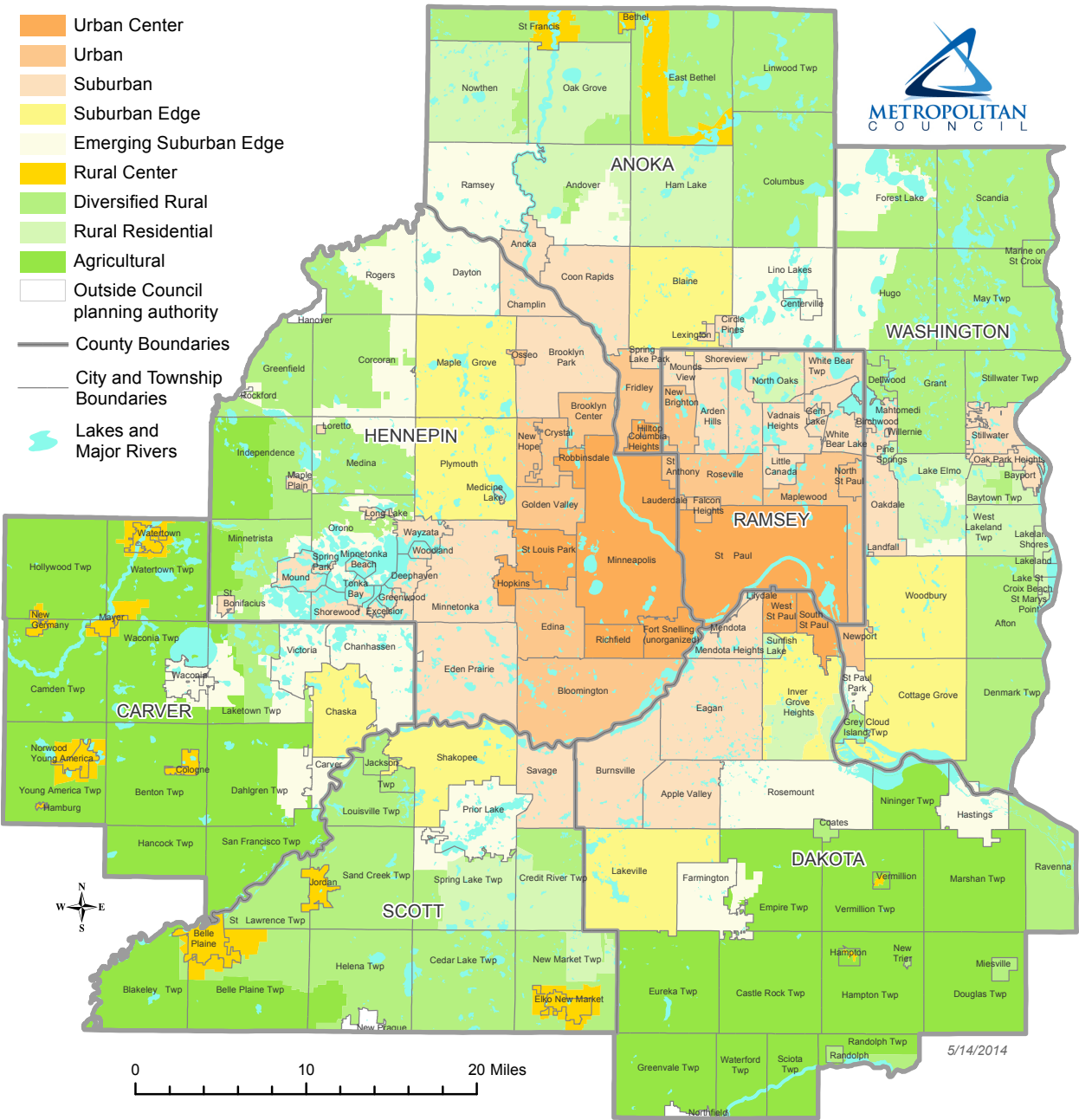
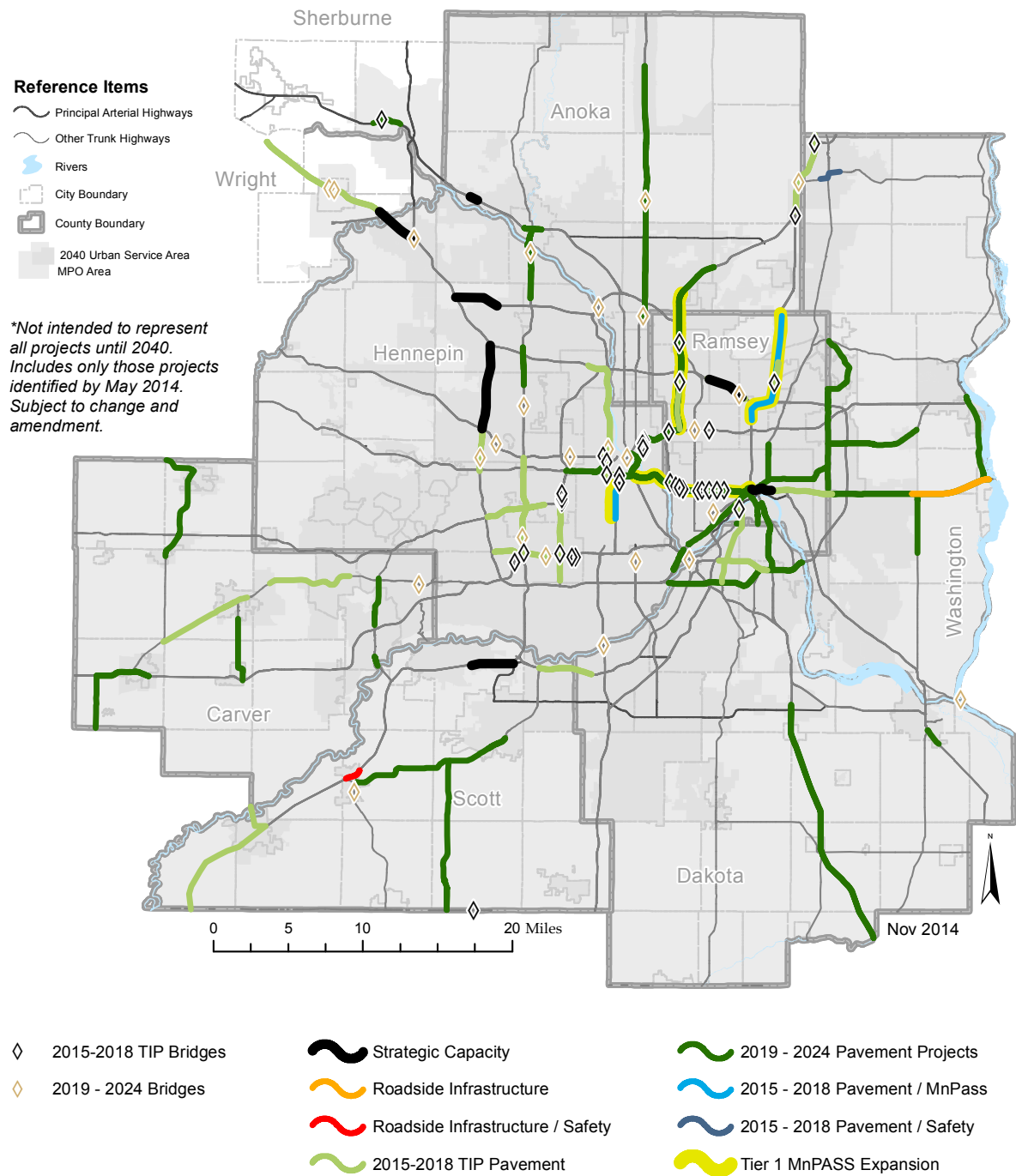


# Community Designations Map



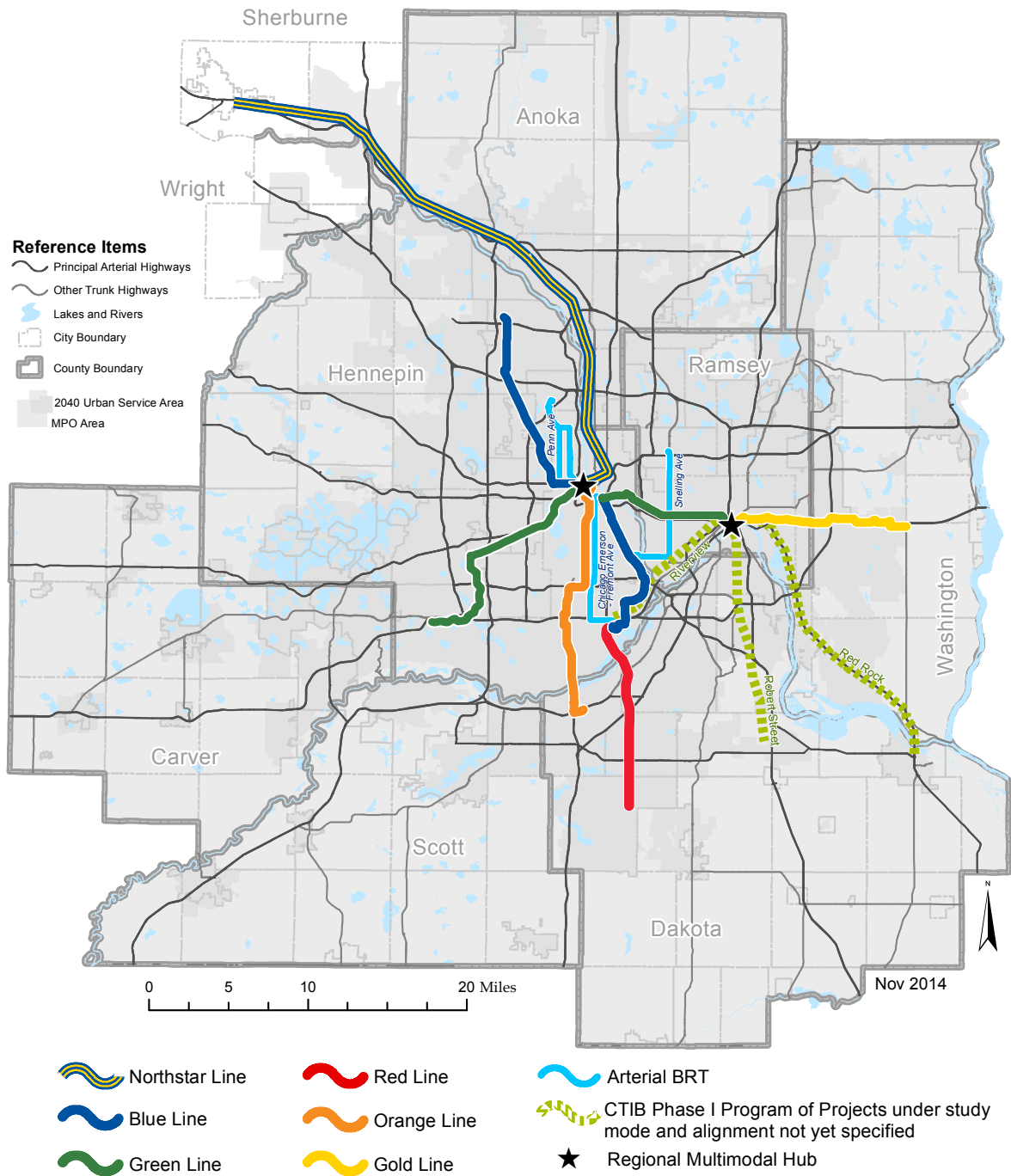
2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
Figure 1

## Identified Projects\* in Highway Current Revenue Scenario



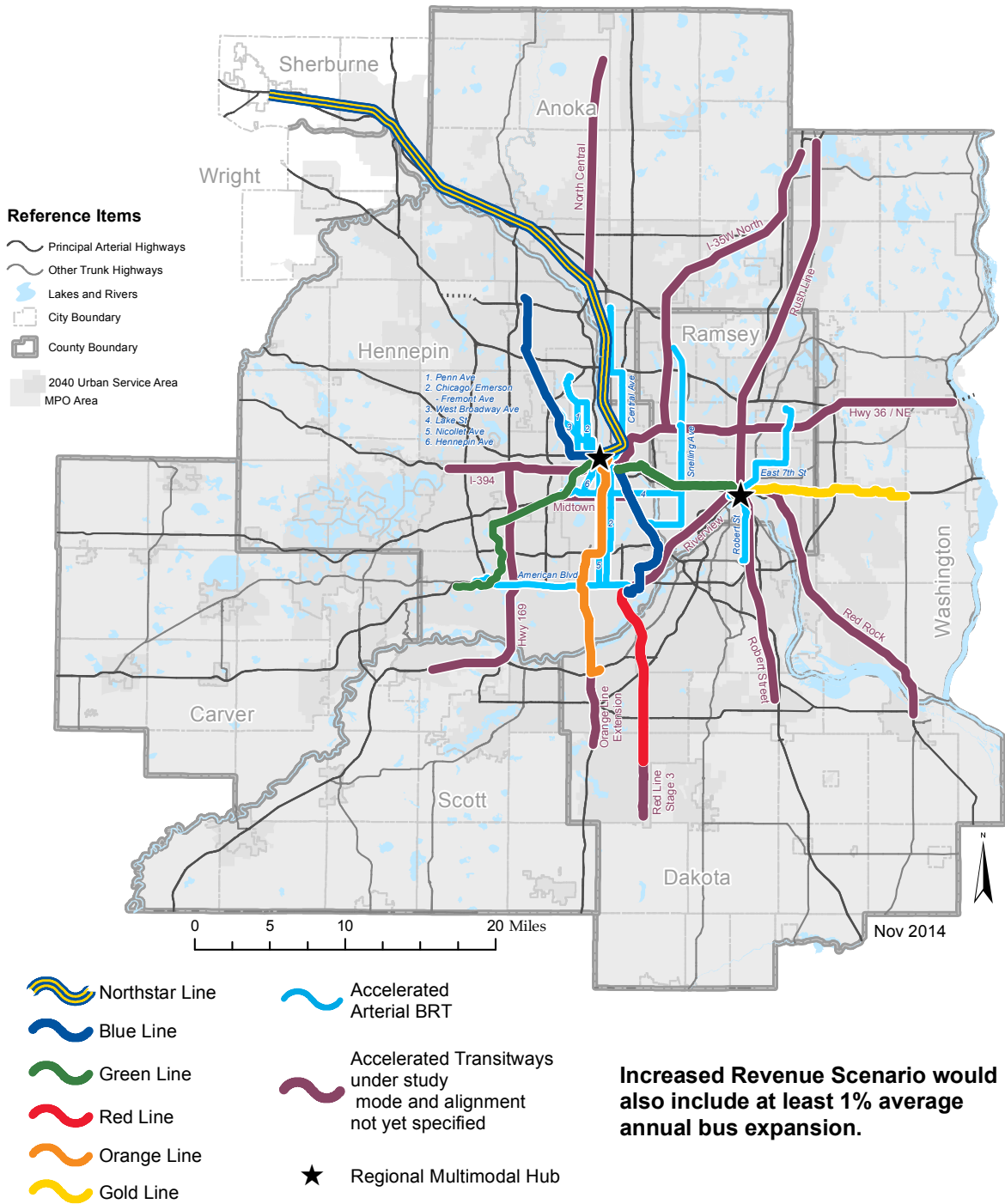


# Current Revenue Scenario Transitways and CTIB Phase I Program of Projects





# Increased Revenue Scenario Transitways

## Building an Accelerated Transitway Vision







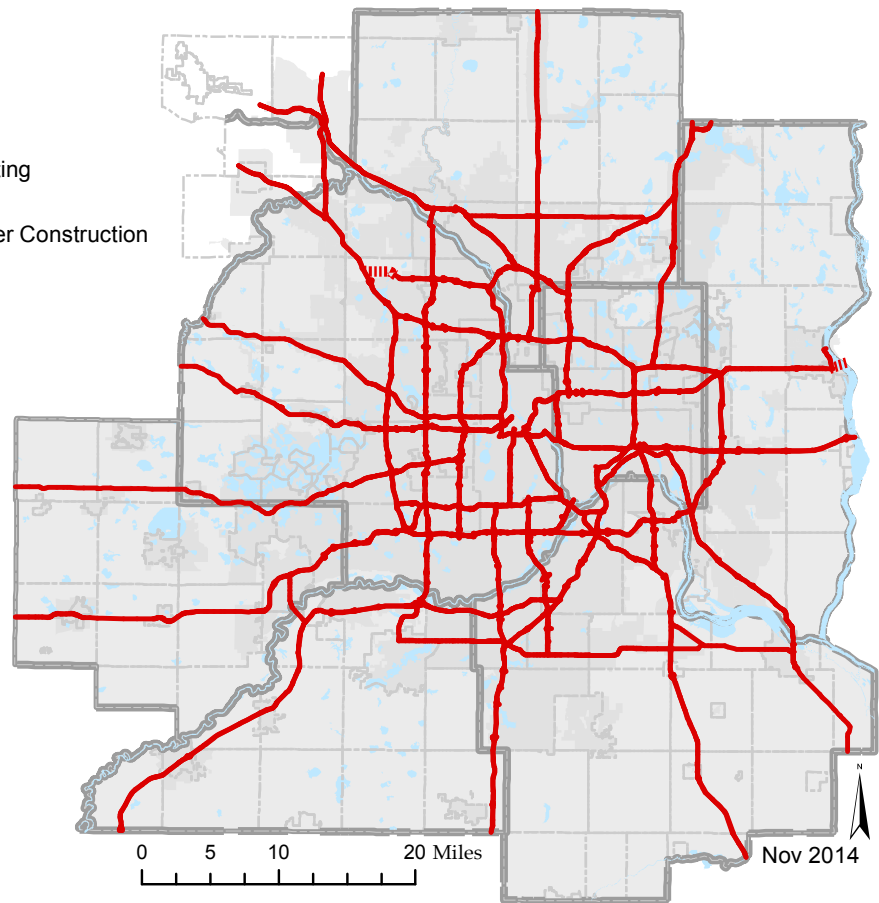
Increased Revenue Scenario would also include at least 1% average annual bus expansion.

## Principal Arterials

-  Principal Arterial - Existing
-  Principal Arterial - Under Construction

### Reference Items

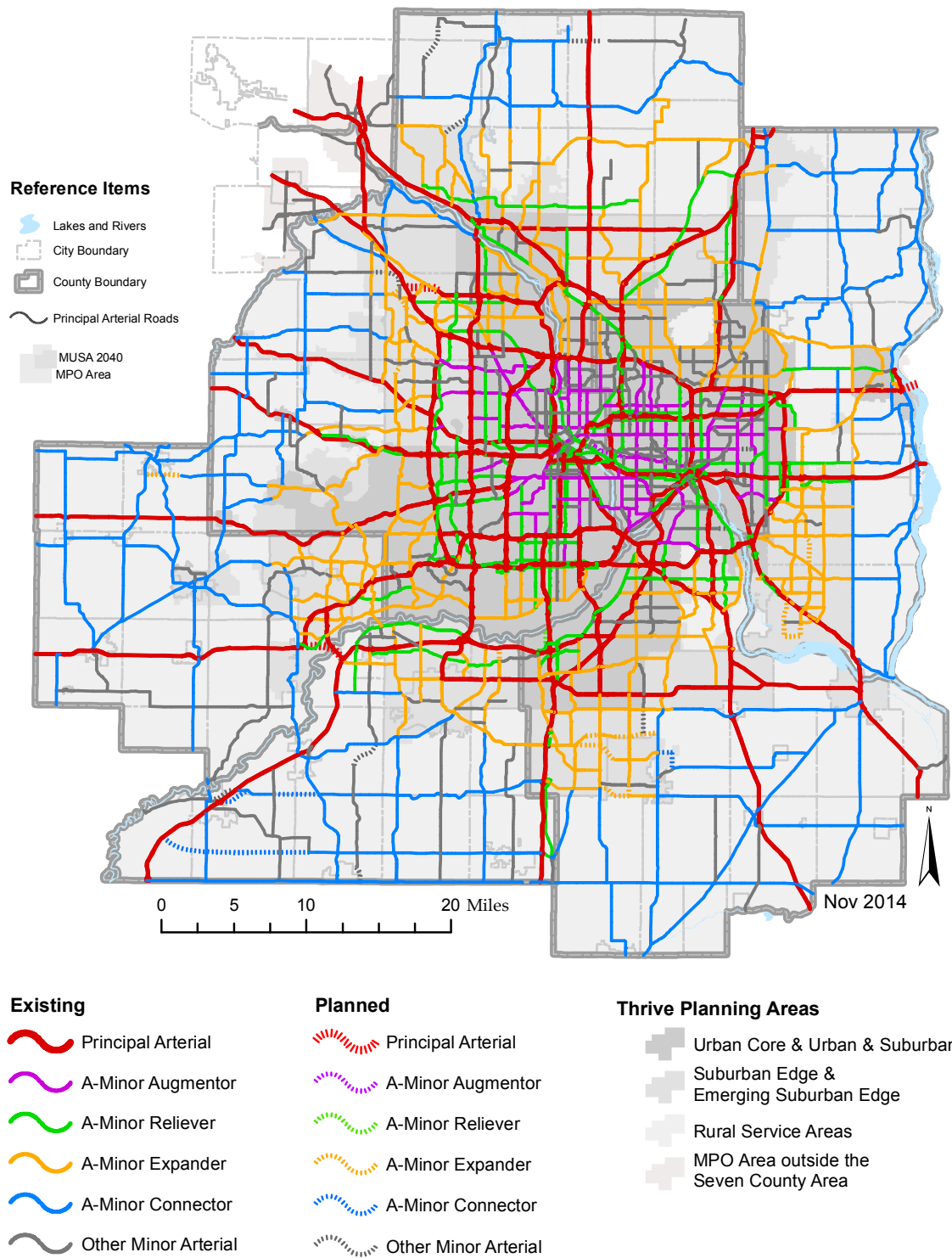
-  Lakes and Rivers
-  City Boundary
-  County Boundary
-  MUSA 2040  
MPO Area



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL

Figure 1-1

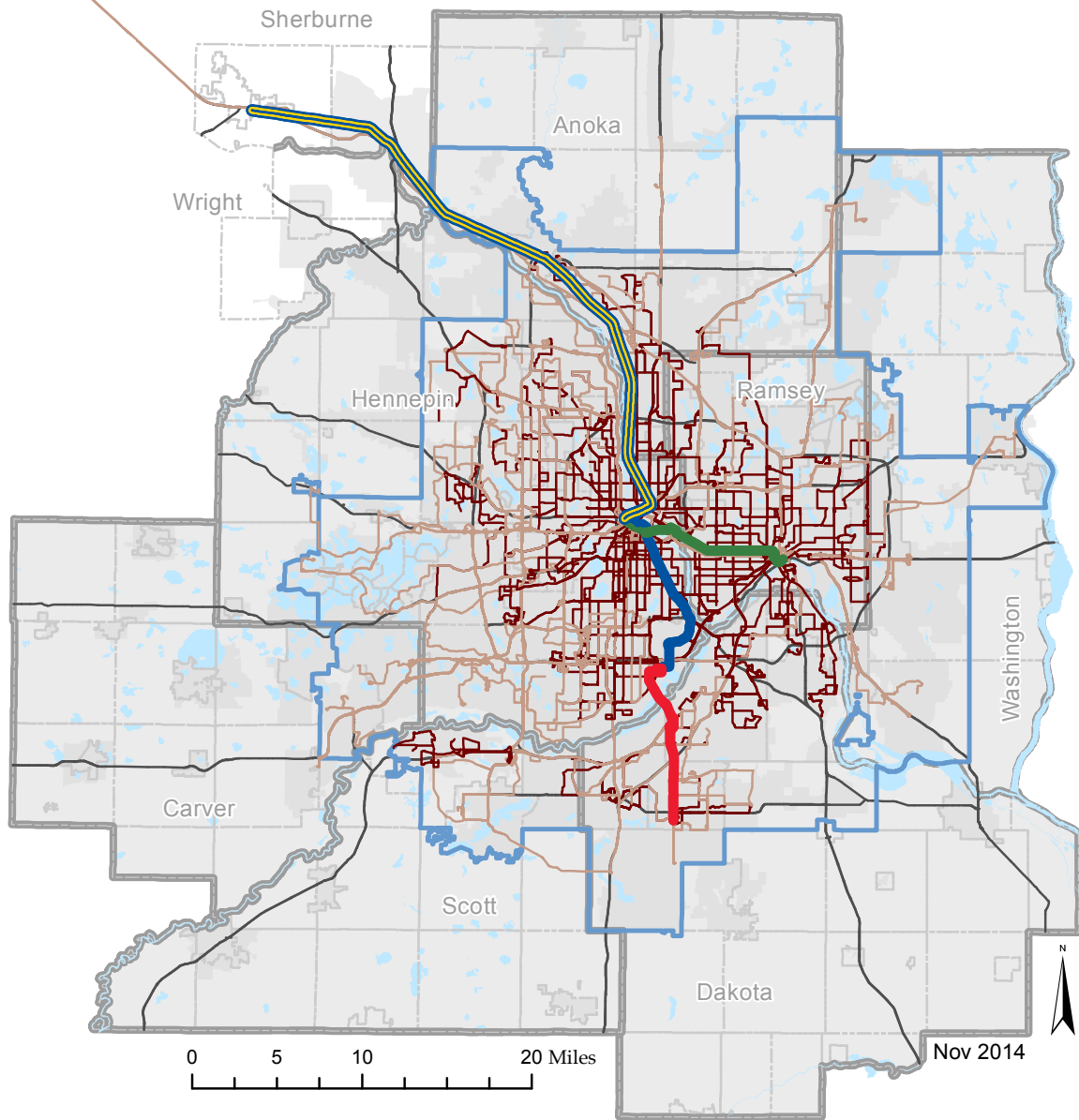
# Functional Class Roads







2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
 Figure 1-2






## Transit Routes








### Transitway

-  Northstar
-  Blue Line
-  Green Line
-  Red Line

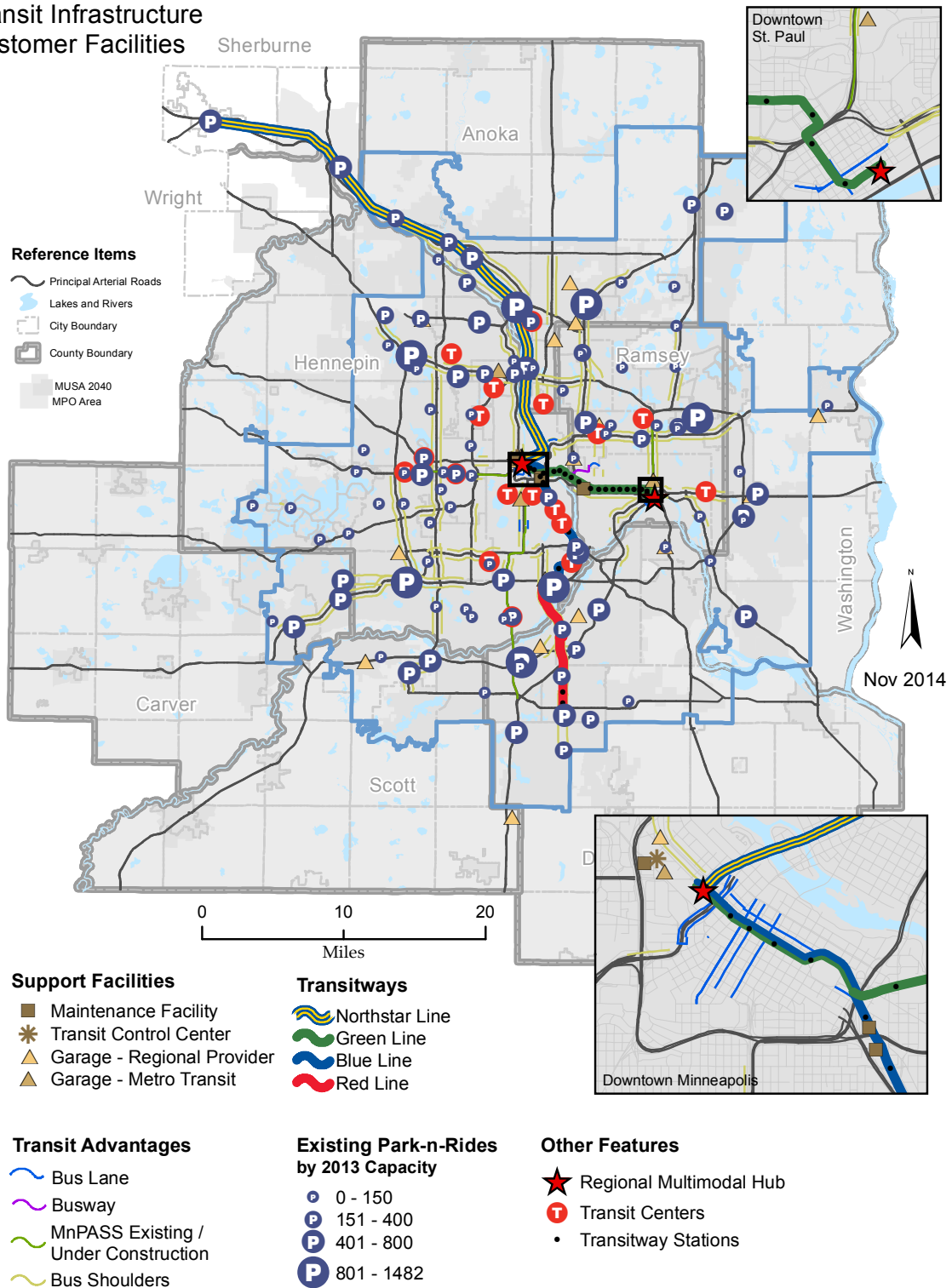
### Regular - Route Bus

-  Express Bus
-  Local Bus
-  Transit Capital Levy Communities

### Reference Items

-  Principal Arterial Highways
-  Lakes and Rivers
-  City Boundary
-  County Boundary
-  2040 Urban Service Area MPO Area

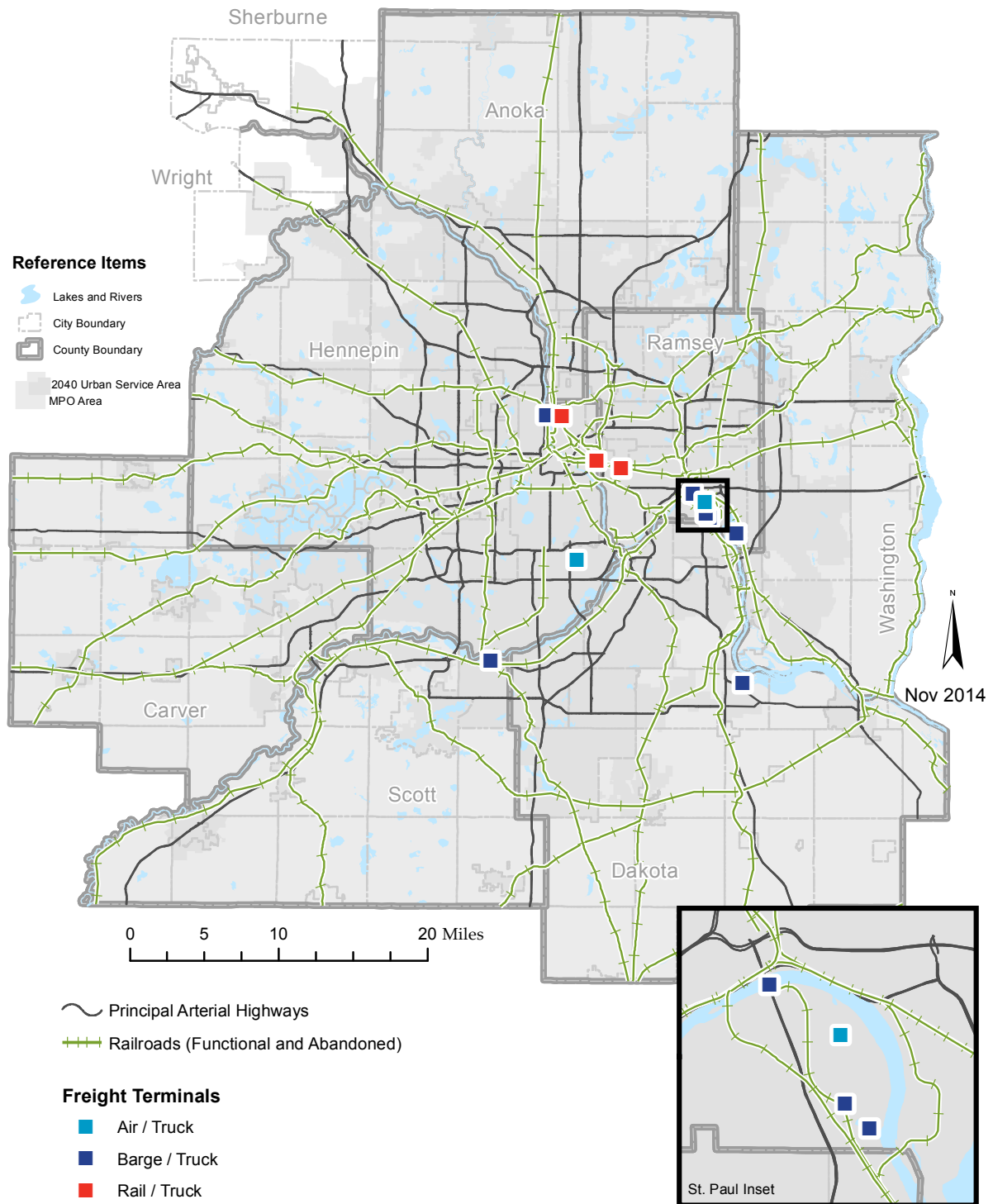
# Transit Infrastructure Customer Facilities



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
Figure 1-4

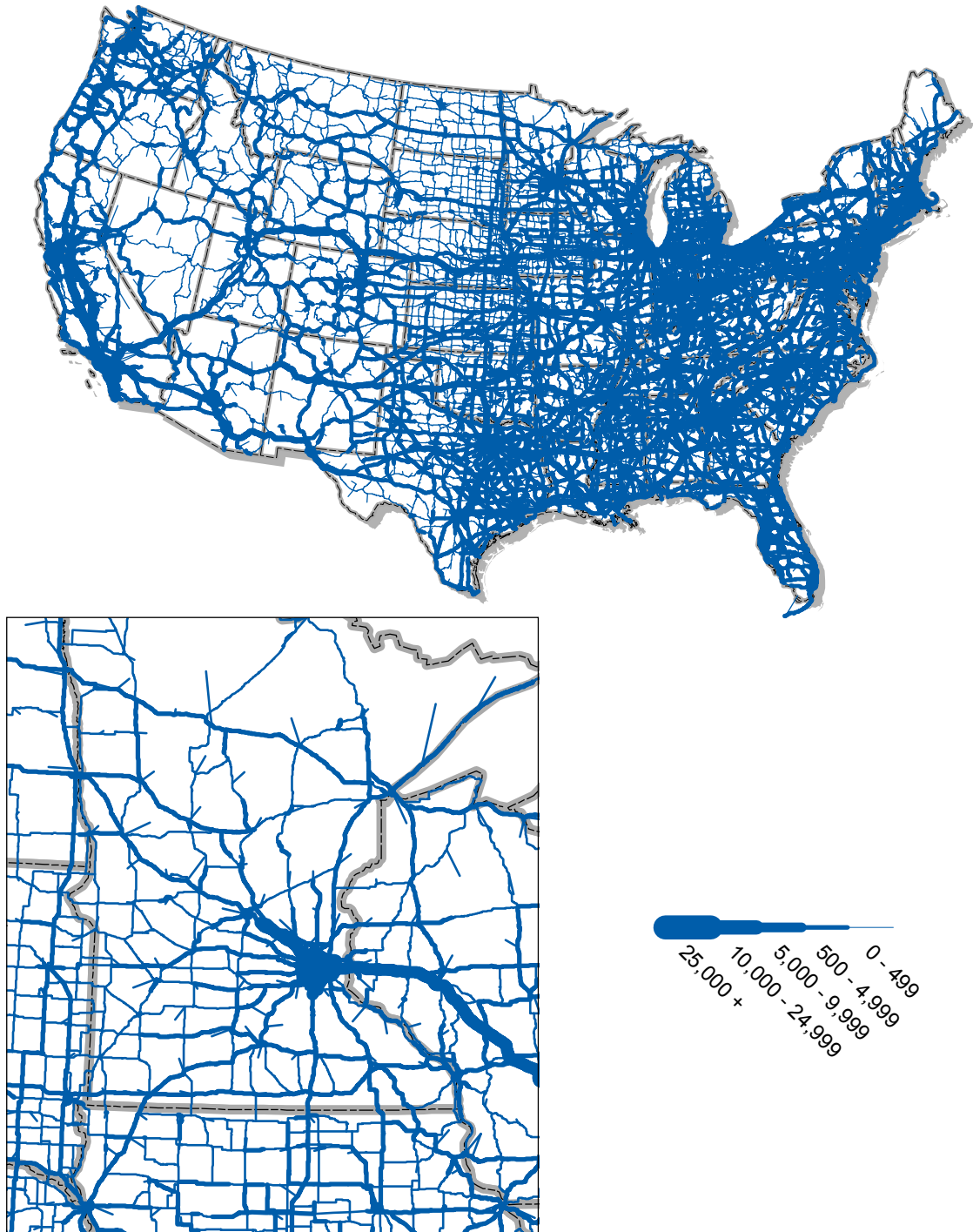


# Metropolitan Freight System

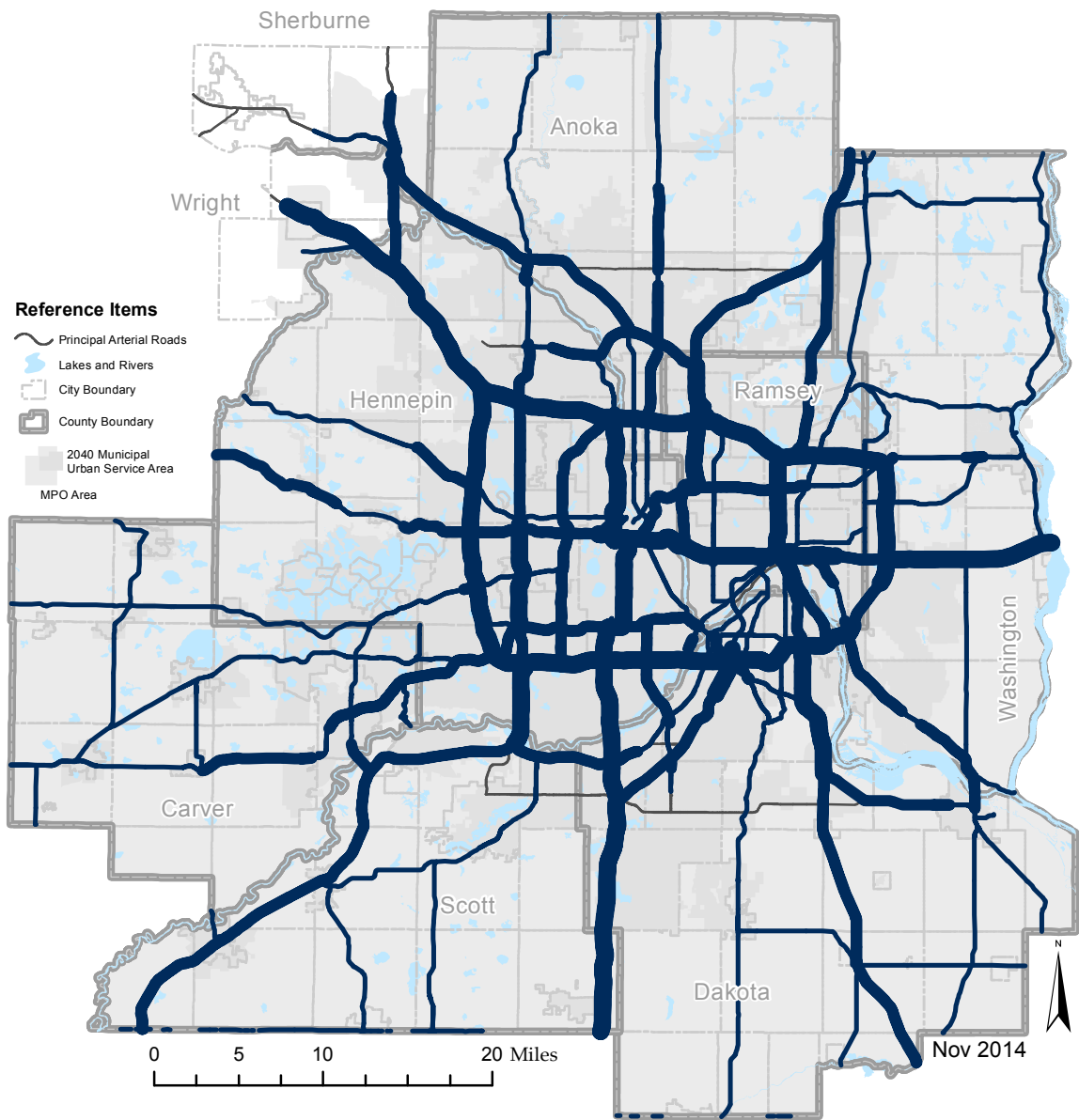


2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
Figure 1-6

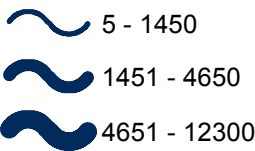
## Truck Traffic, Minnesota and United States



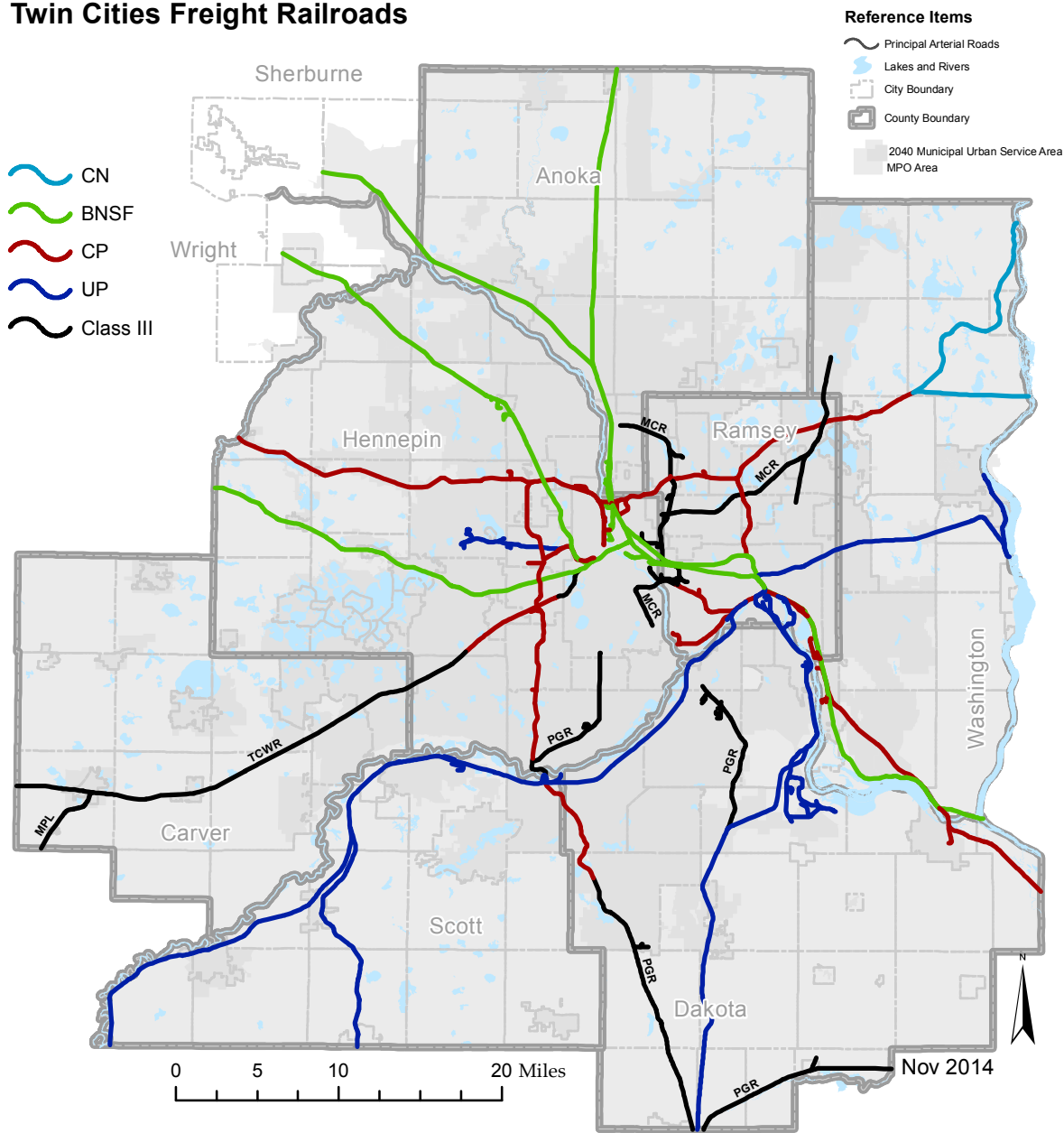
# Heavy Commercial Vehicle Traffic



## Heavy Commercial Vehicle Average Daily Traffic Volume (2011)



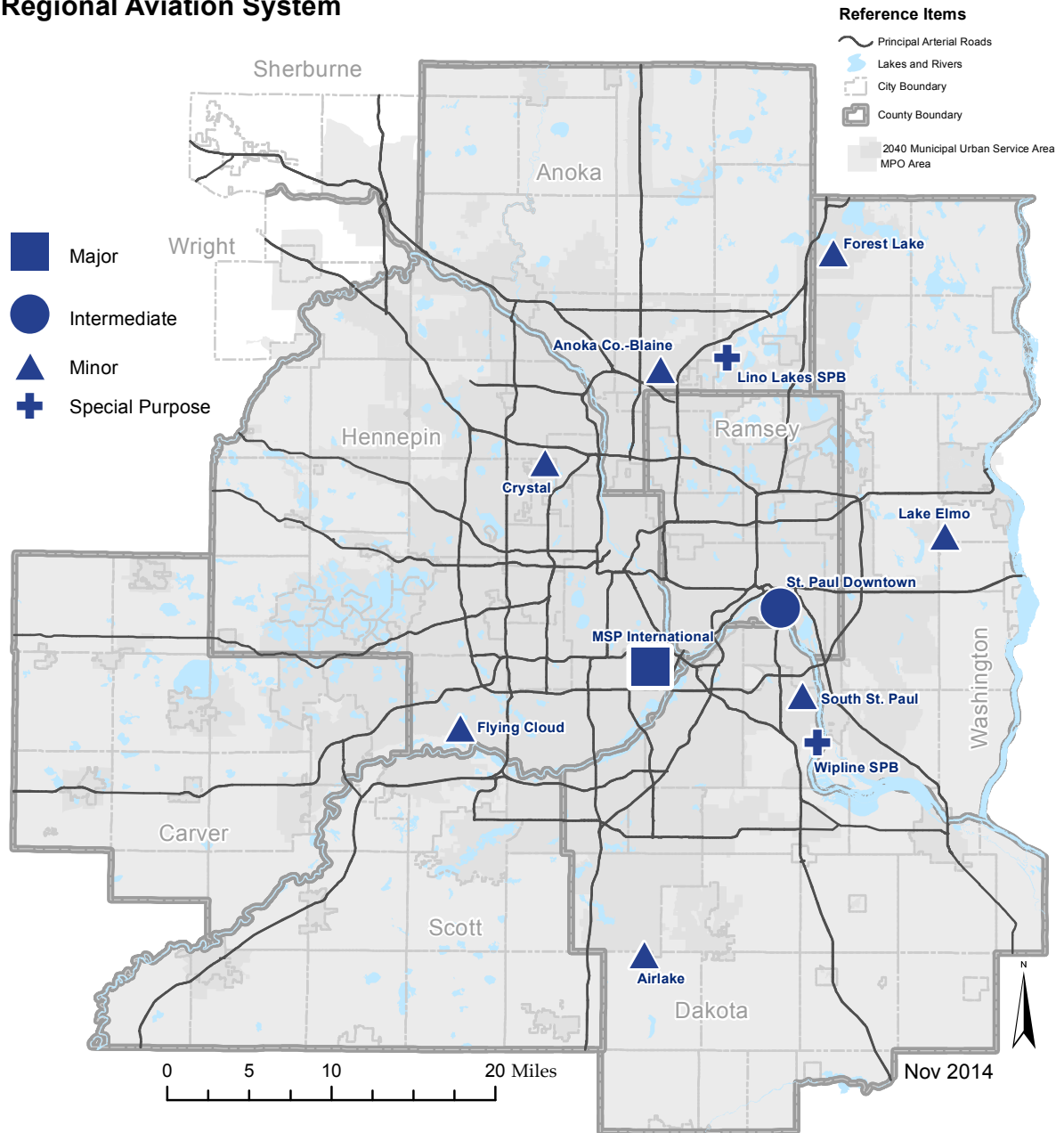
Twin Cities Freight Railroads



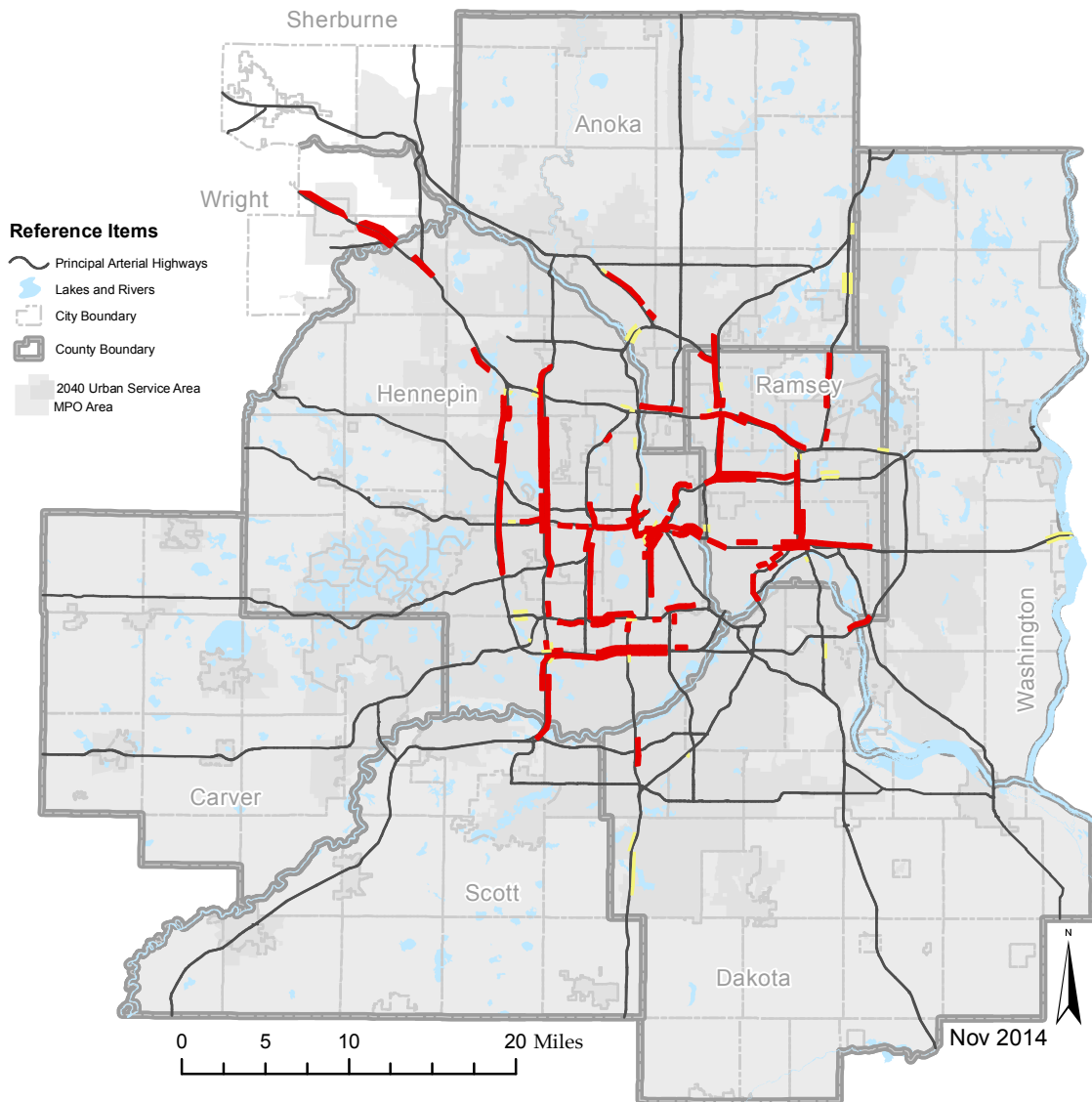
2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
Figure 1-9



# Regional Aviation System



## Congested Principal Arterials 2013



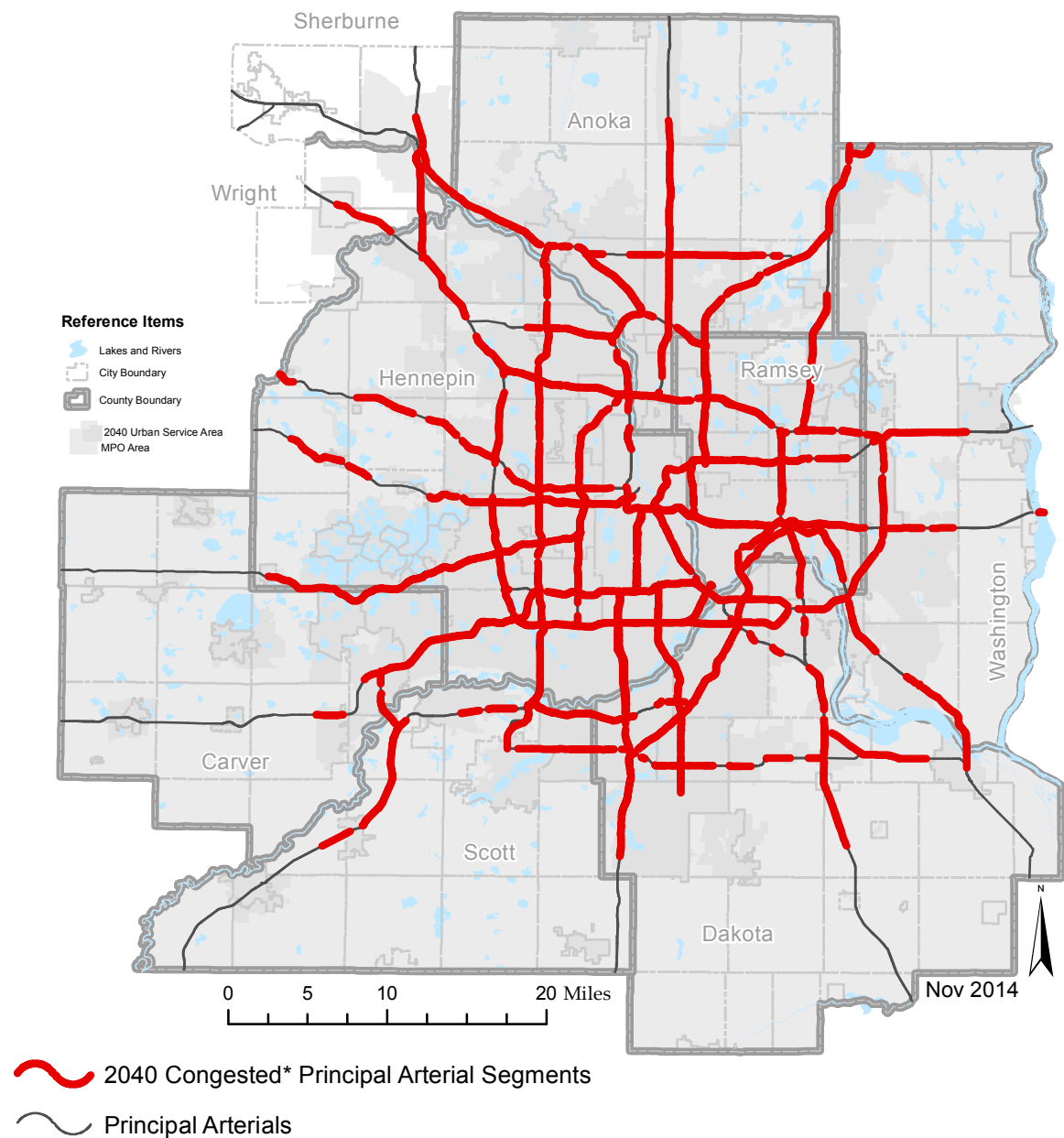
■ 2013 Congested\* Principal Arterial Segments

■ No data

\*Congestion is where speed less than 45mph for at least one hour a day

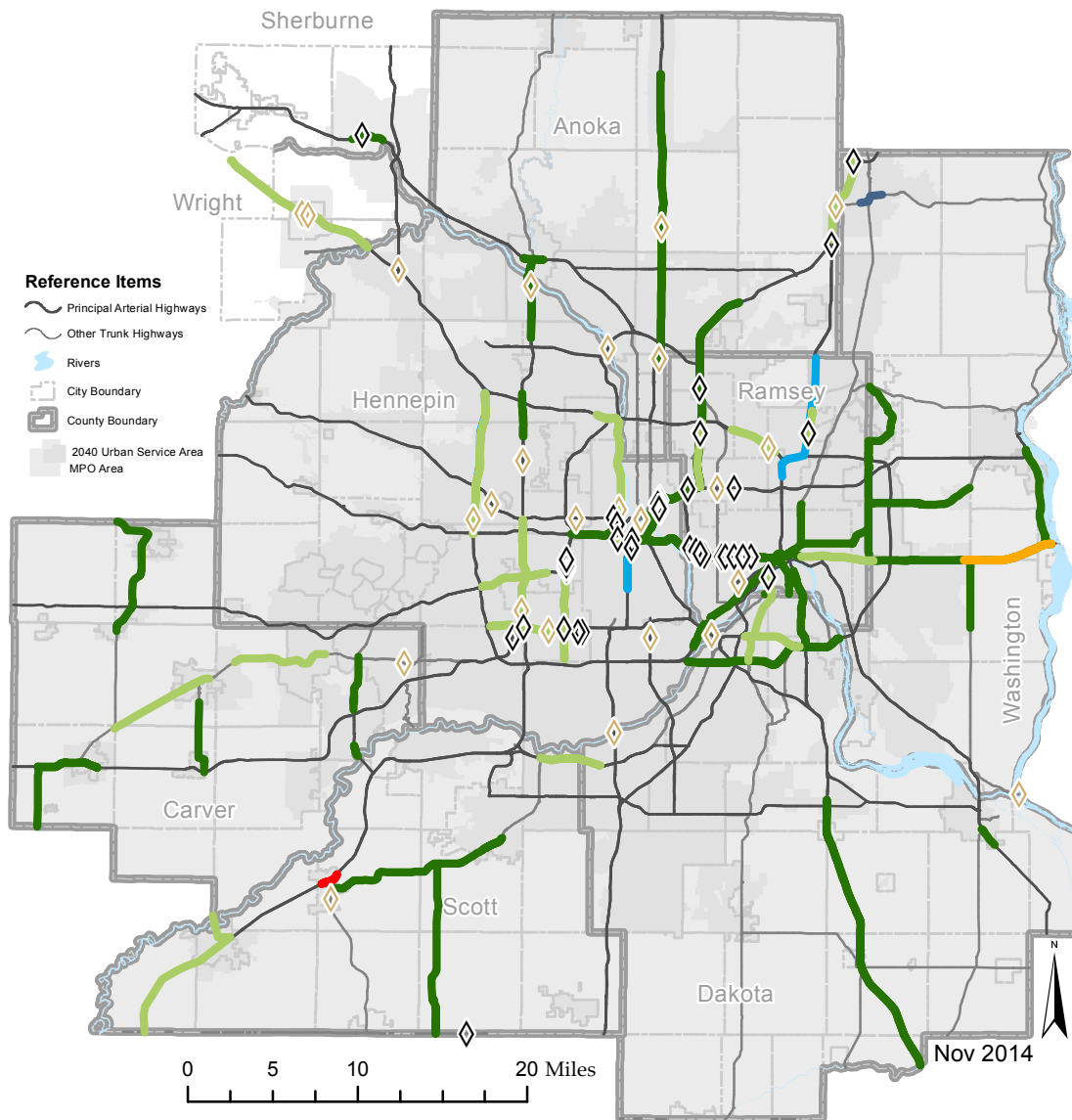


# Congested Principal Arterials 2040



*\*Congested: the condition occurring when the modeled volume on a road equals or exceeds the theoretical capacity of the road at least one hour a day.*

# Identified Pavement, Bridge, and Roadside Infrastructure Projects

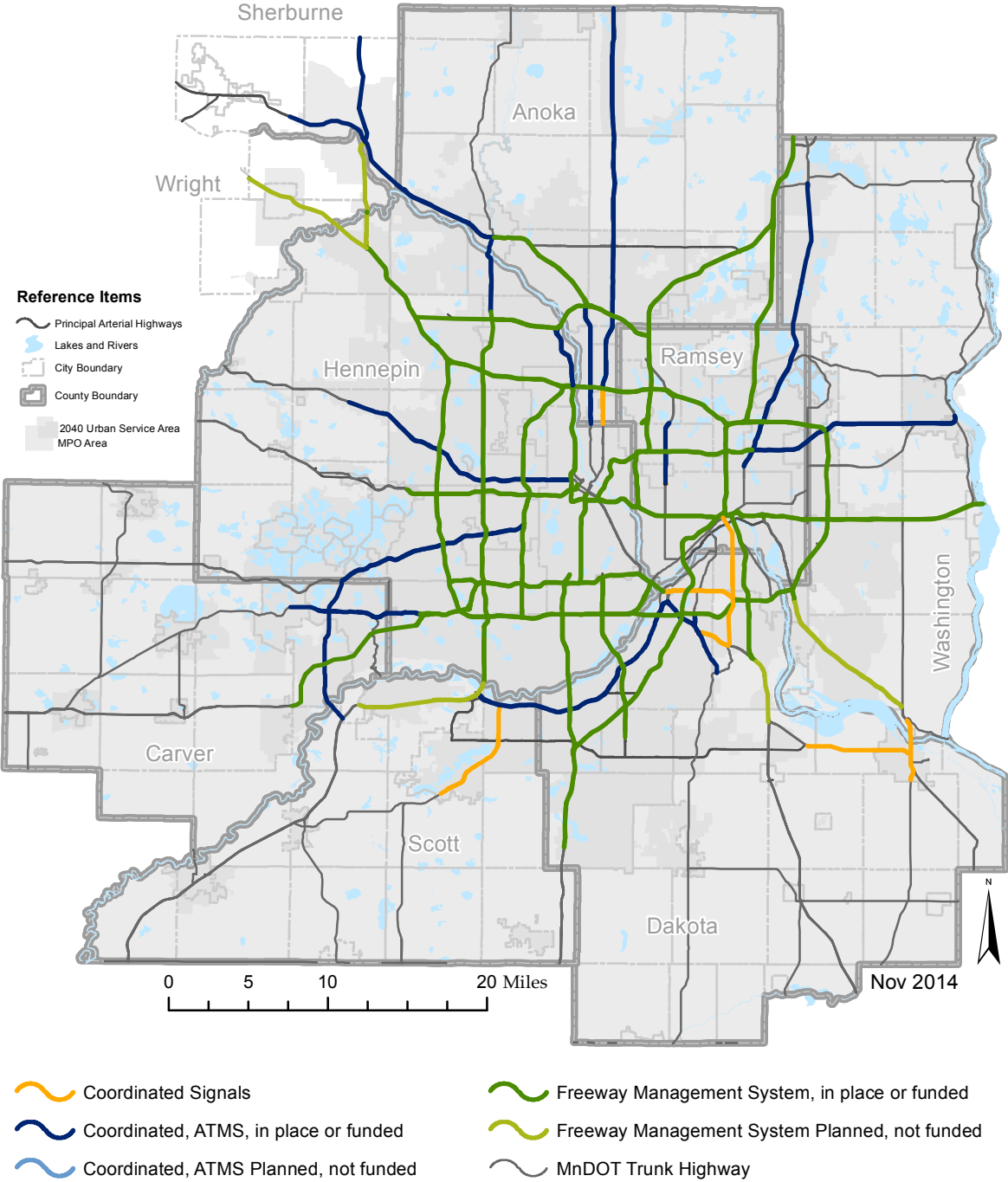


## Identified Pavement, Bridge, and Roadside Infrastructure Projects\* 2015 - 2024 (Projects 2025 - 2040 TBD)

- |                         |  |   |
|-------------------------|--|---|
| ◇ 2015-2018 TIP Bridges | Orange wavy line Roadside Infrastructure       | Green wavy line 2019 - 2024 Pavement Projects     |
| ◇ 2019 - 2024 Bridges   | Red wavy line Roadside Infrastructure / Safety | Blue wavy line 2015 - 2018 Pavement / MnPass      |
|                         | Light green wavy line 2015-2018 TIP Pavement   | Dark blue wavy line 2015 - 2018 Pavement / Safety |

\*Not intended to represent all projects until 2040. Includes only those projects identified by May 2014. Subject to change and amendment.

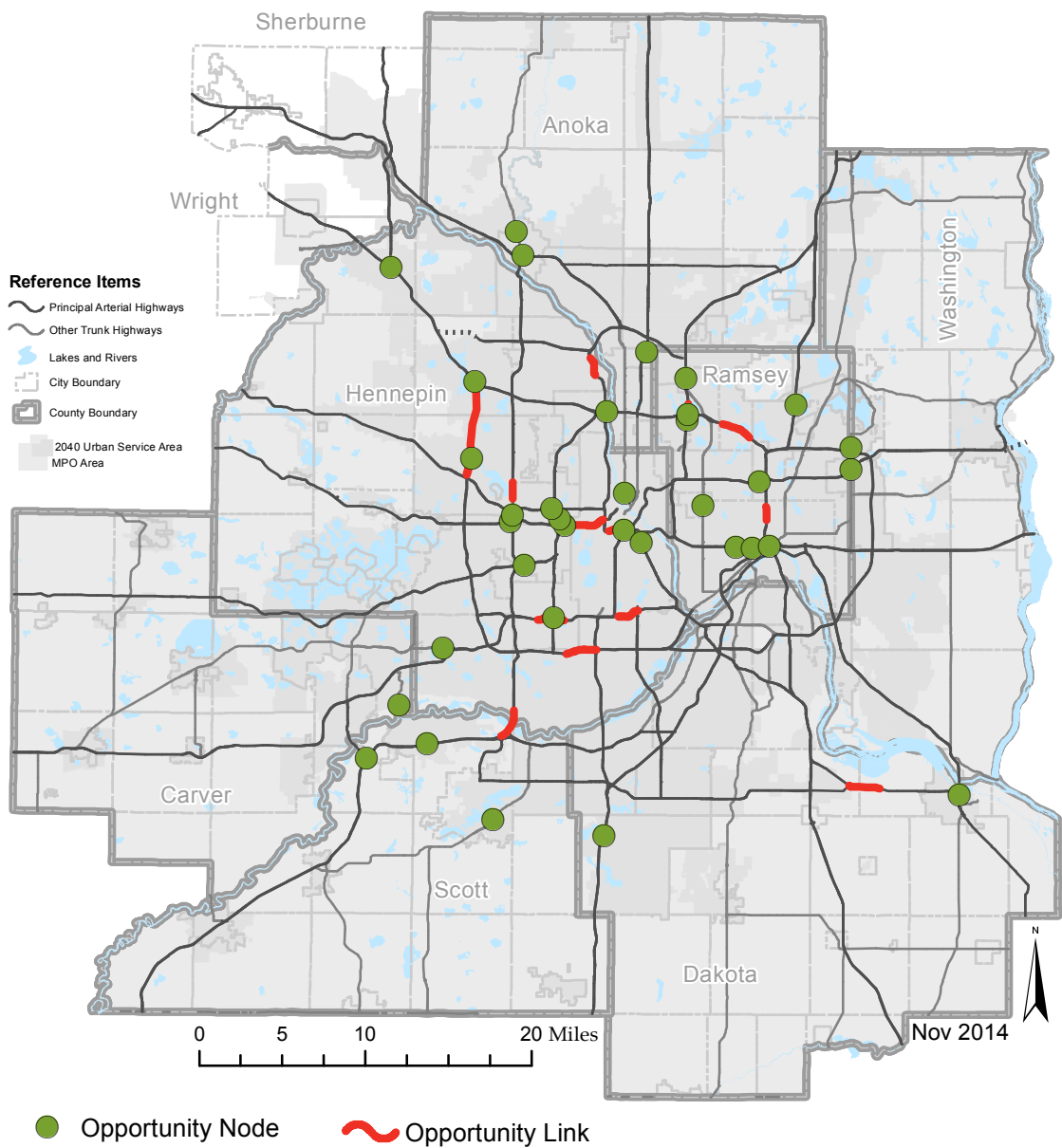
# MnDOT Traffic Management Technology System



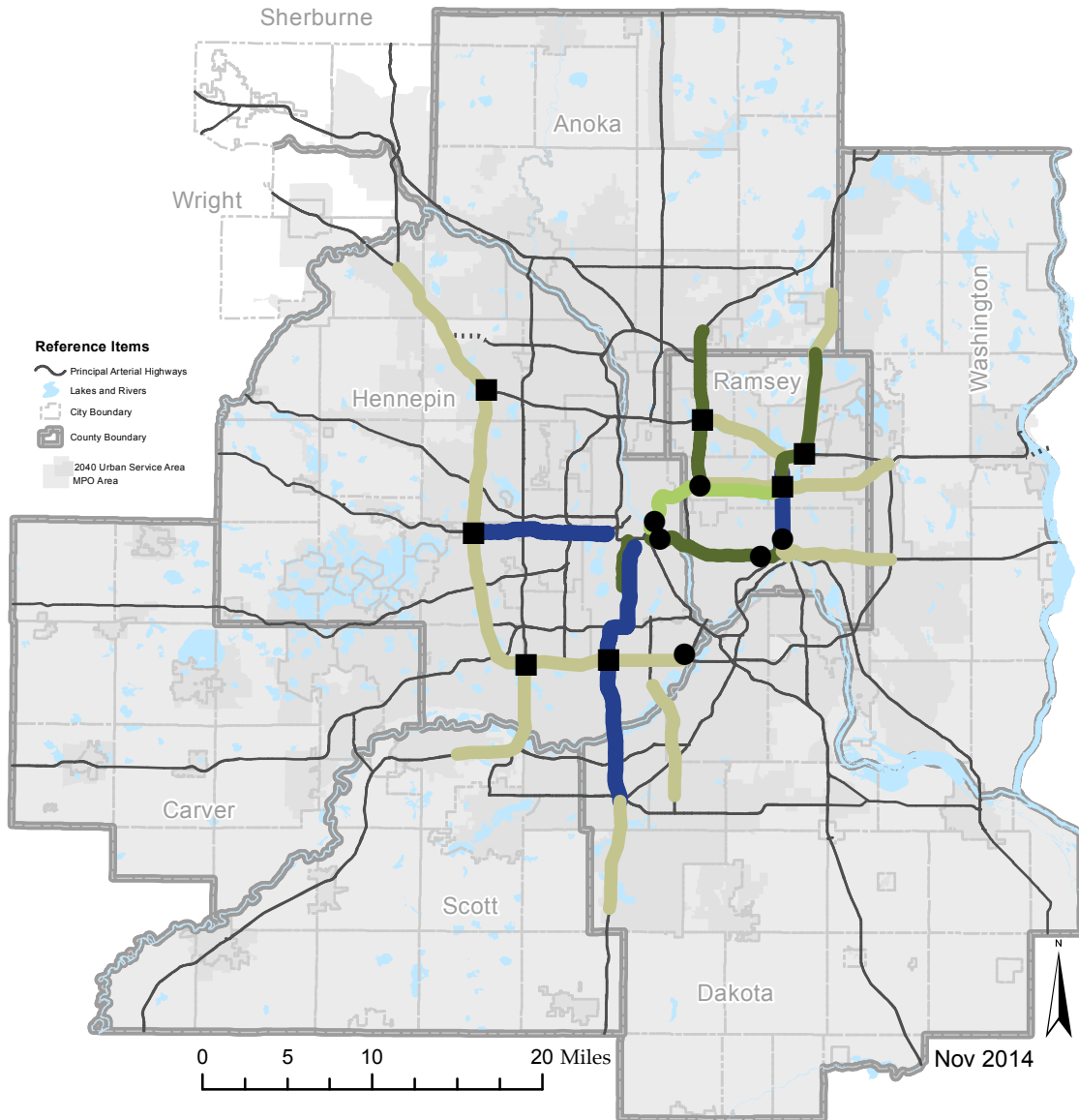
2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
Figure 5-4



# Spot Mobility Improvement Opportunity Areas



# MnPASS System Vision



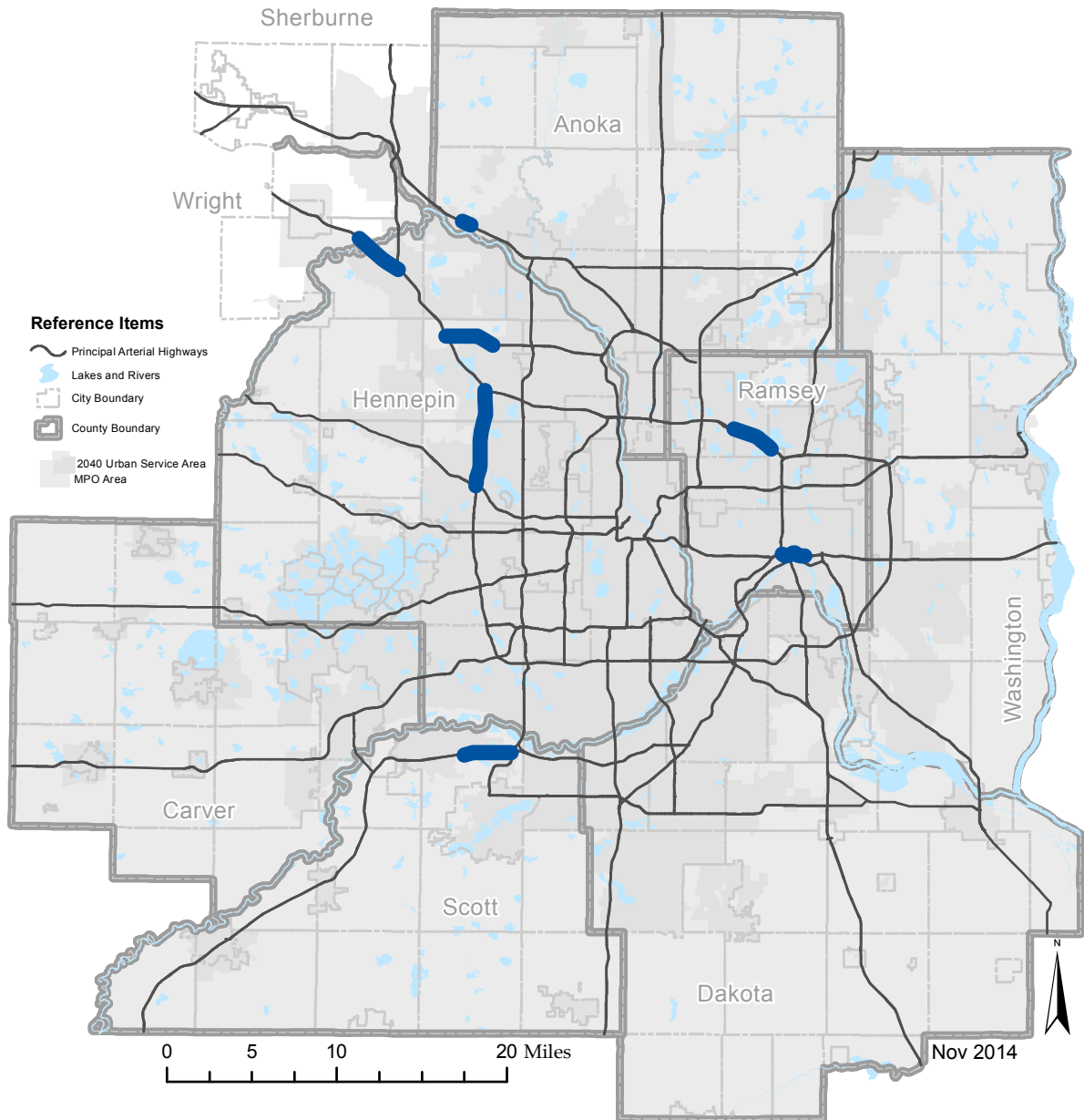
## MnPASS

- Existing / Under Construction
- Tier 1 MnPASS Expansion
- Tier 2 MnPASS Expansion
- Tier 3 MnPASS Expansion\*

- Direct Connection
- Through Movement

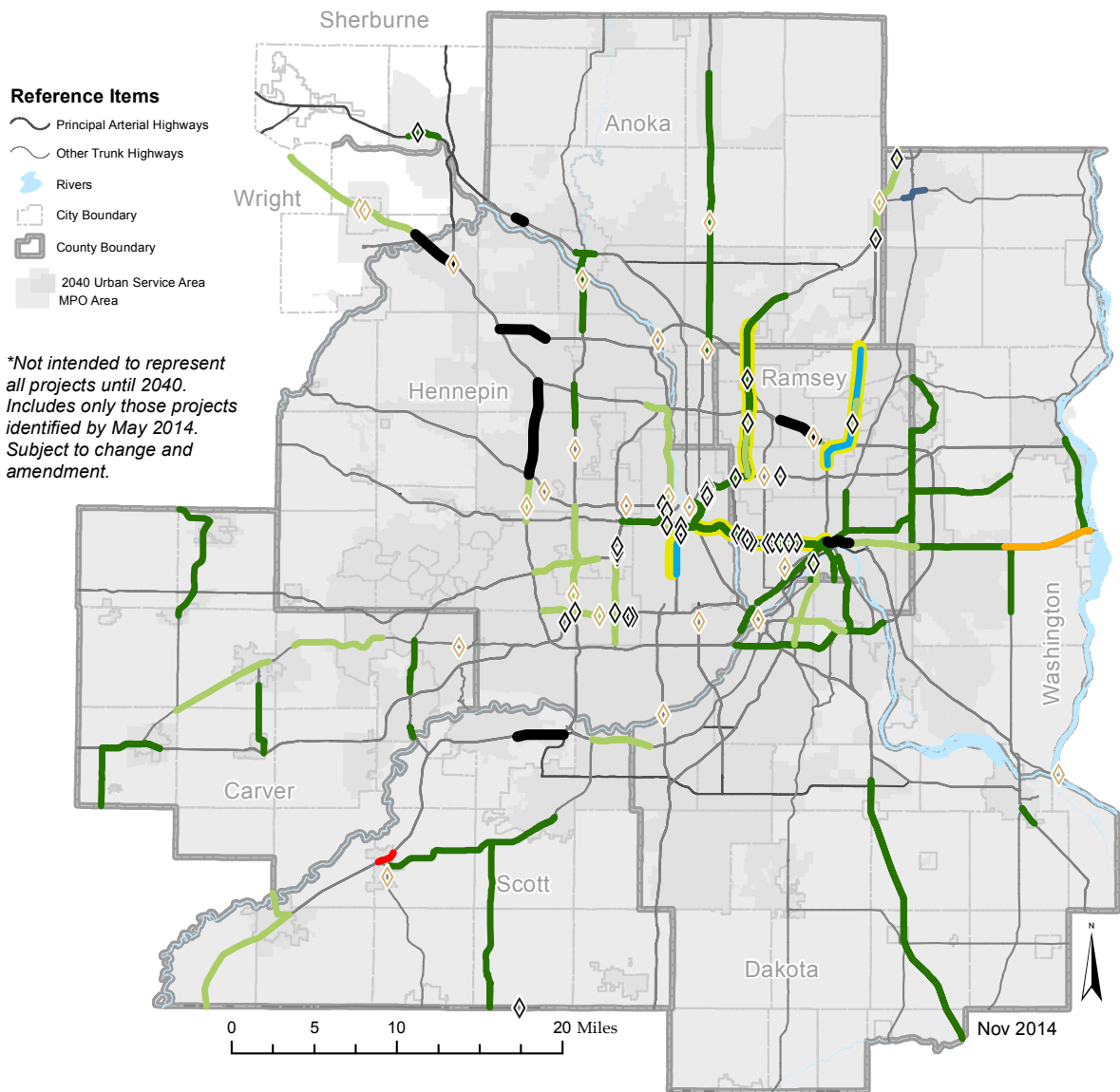
\* The I-94 east corridor is in the MnPASS system vision contingent on resolving highway right-of-way issues through further study, including the Gateway transitway Draft Environmental Impact Statement.

## Highway Strategic Capacity Enhancements



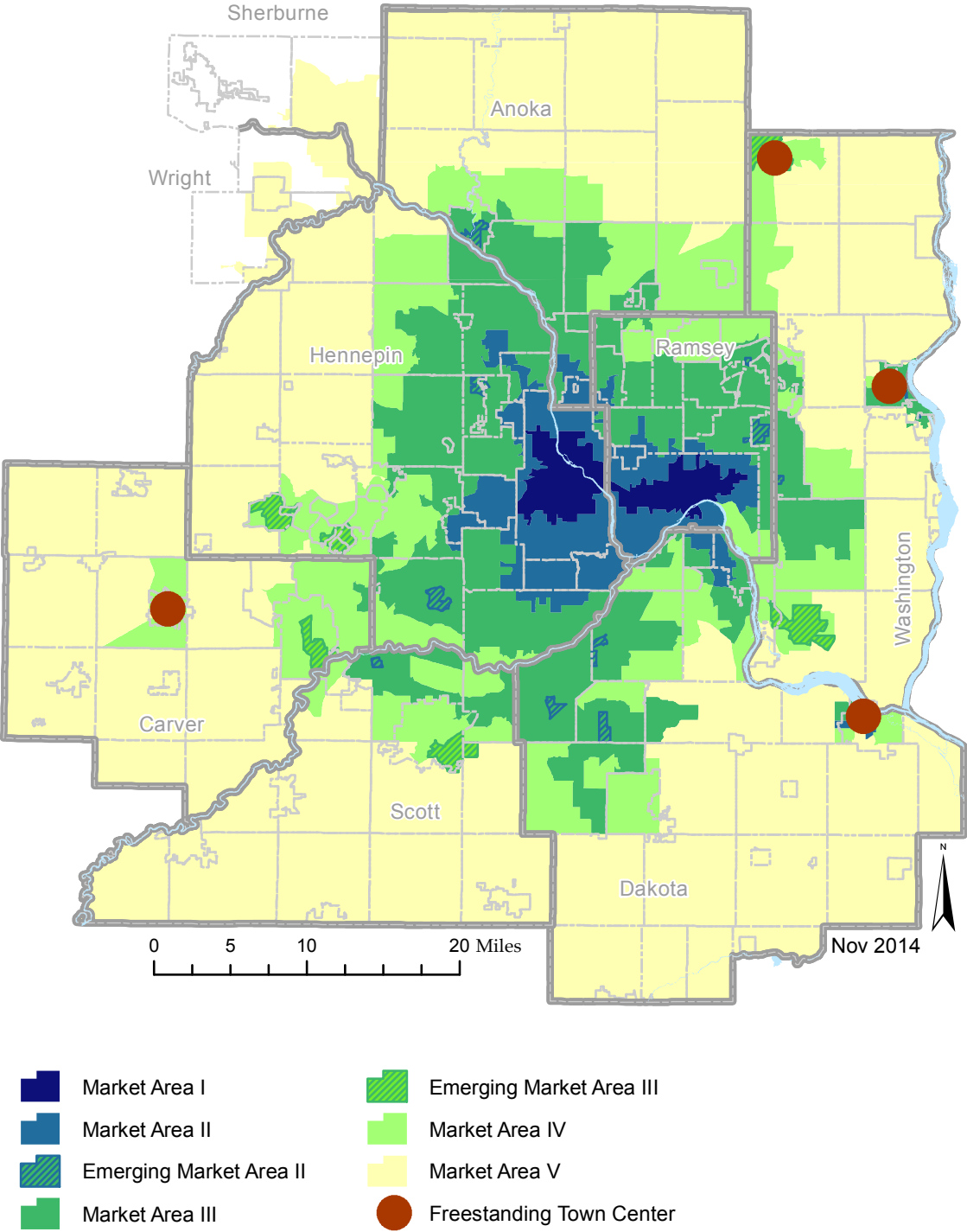


## Identified Projects\* in Highway Current Revenue Scenario



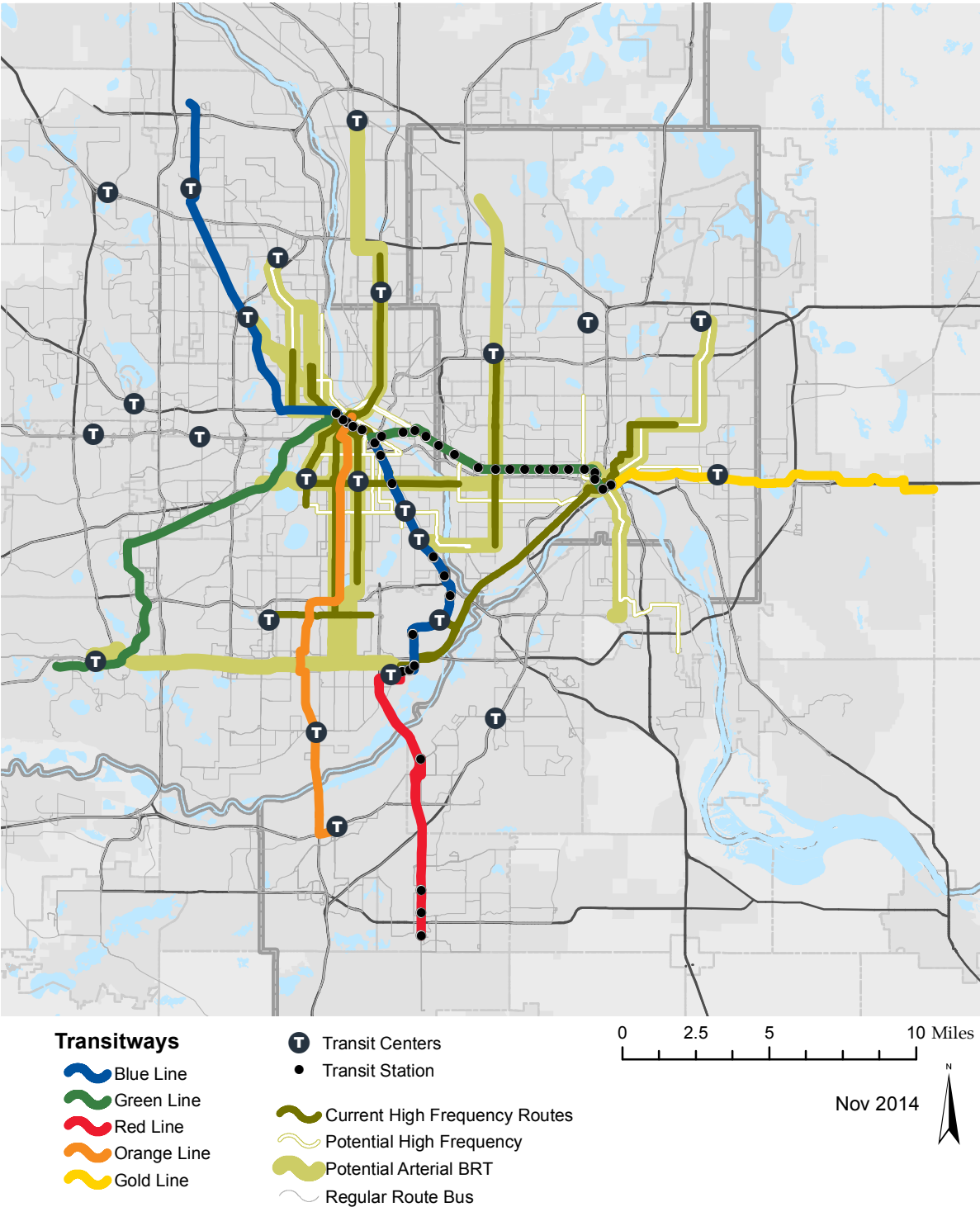
- |                         |                                  |                               |
|-------------------------|----------------------------------|-------------------------------|
| ◇ 2015-2018 TIP Bridges | Strategic Capacity               | 2019 - 2024 Pavement Projects |
| ◇ 2019 - 2024 Bridges   | Roadside Infrastructure          | 2015 - 2018 Pavement / MnPASS |
|                         | Roadside Infrastructure / Safety | 2015 - 2018 Pavement / Safety |
|                         | 2015-2018 TIP Pavement           | Tier 1 MnPASS Expansion       |

Transit Market Areas



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
Figure 6-3

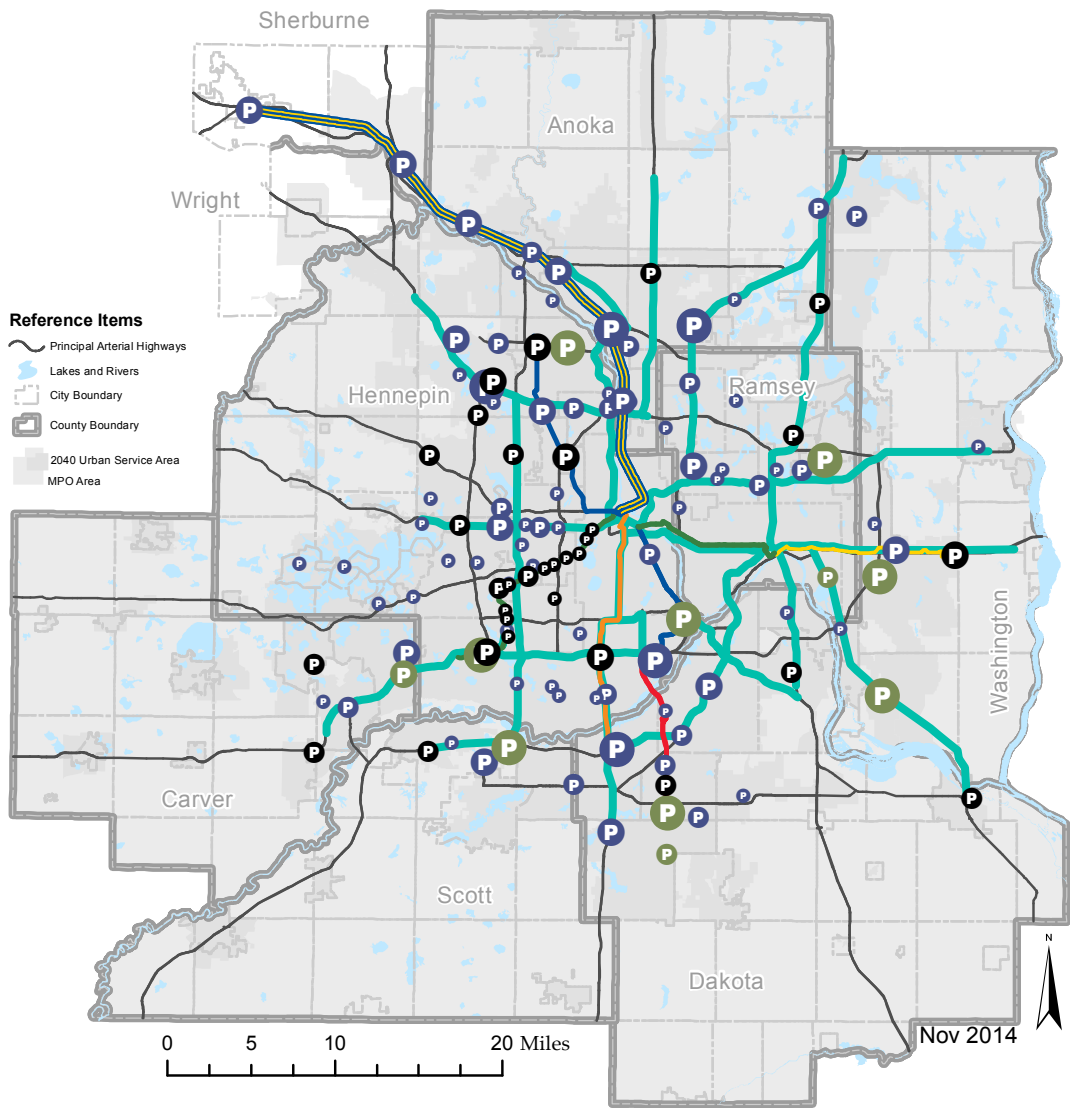
Existing and Potential High-Frequency Transit Routes



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
Figure 6-4



# 2030 Park-and-Ride System and Express Bus Corridors



## Park-and-Rides

### 2030 Capacity

- 0-150
- 151 - 400
- 401 - 800
- 800 +

### New Park-and-Rides



### Expanded Park-and-Rides



### Existing Park-and-Rides



Express Bus Corridor

## Transitway

Northstar Line

Blue Line

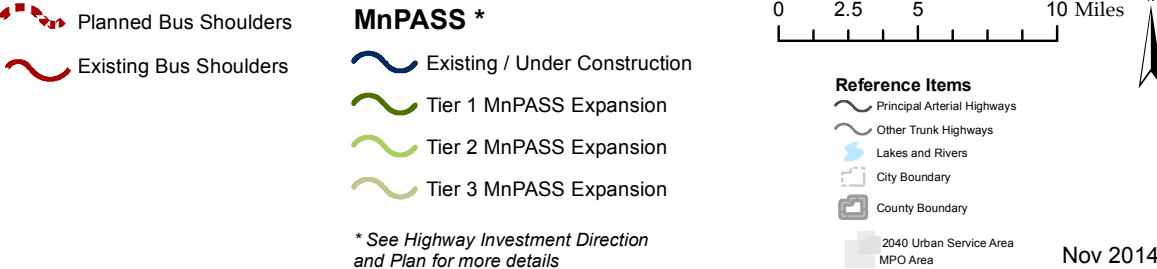
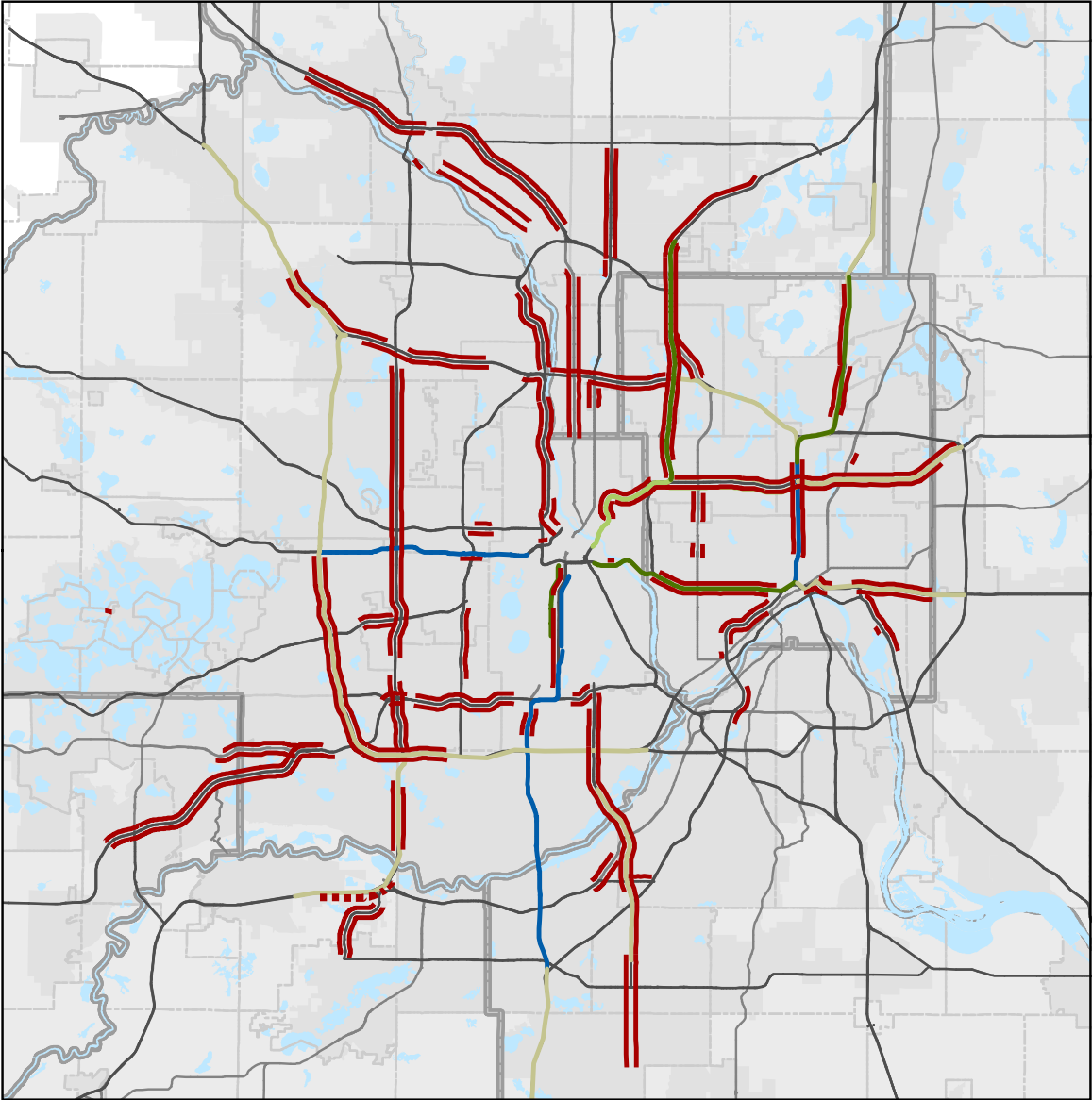
Red Line

Green Line

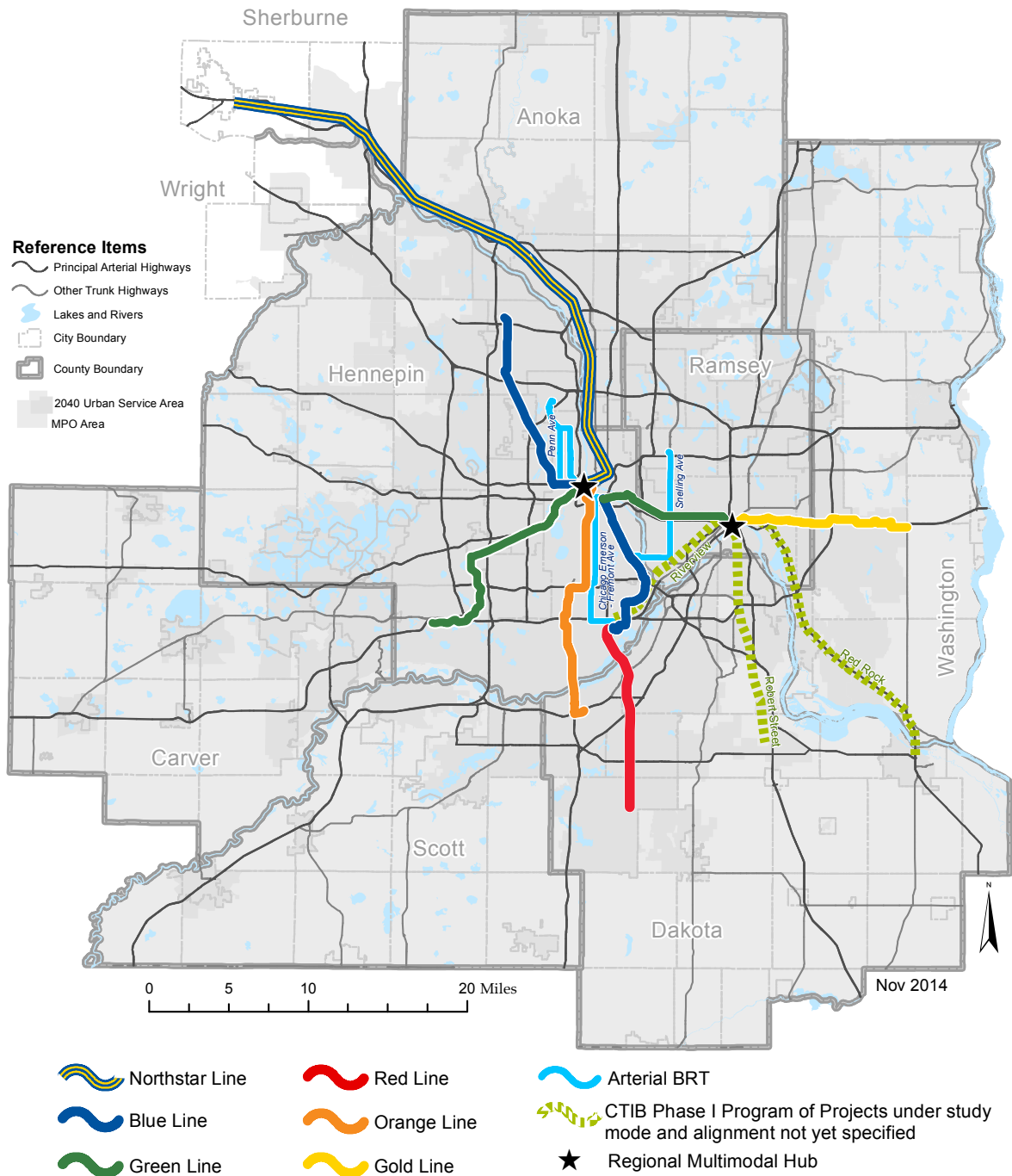
Orange Line

Gold Line

# 2040 Transit Advantages



# Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

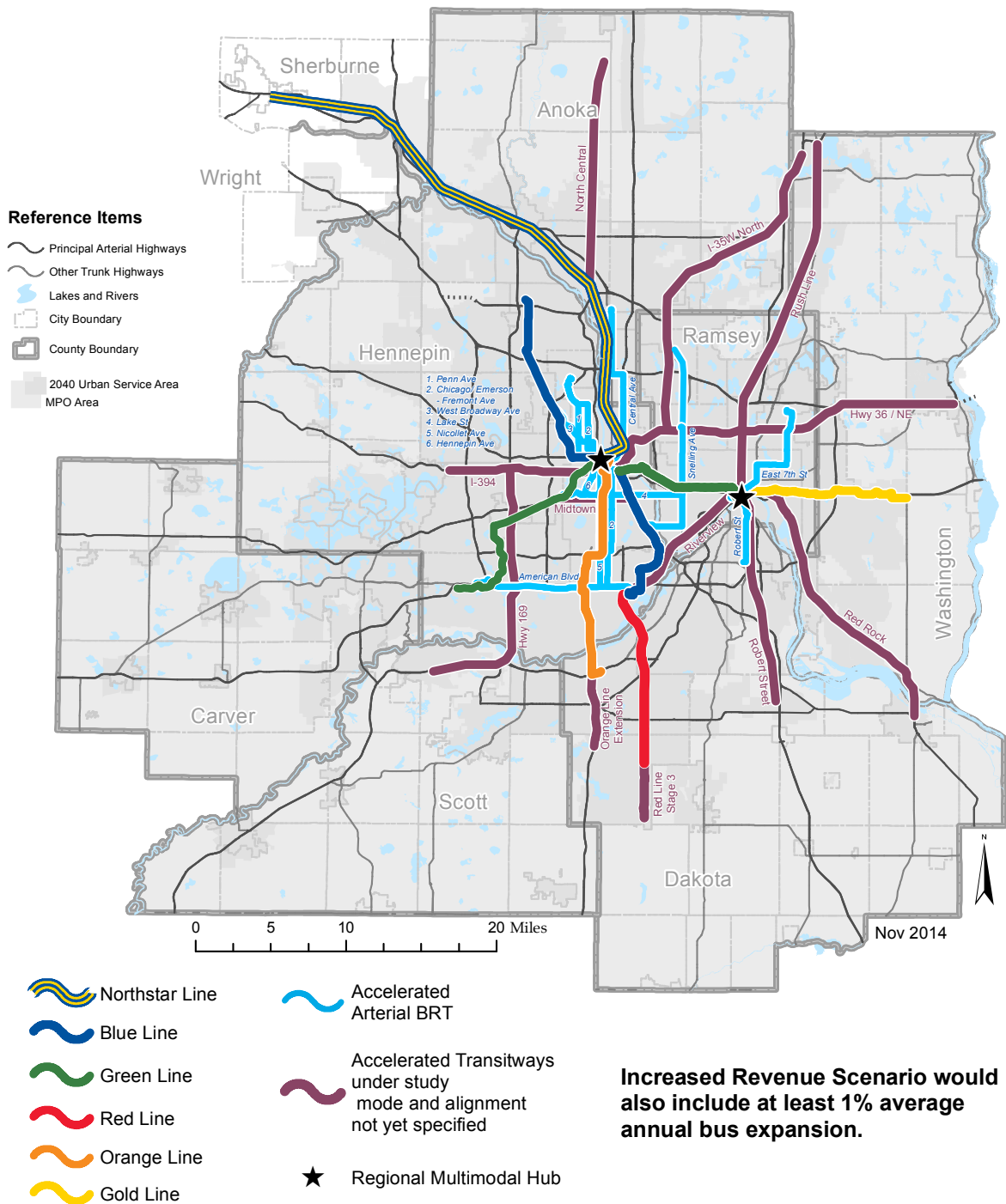


2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
Figure 6-8



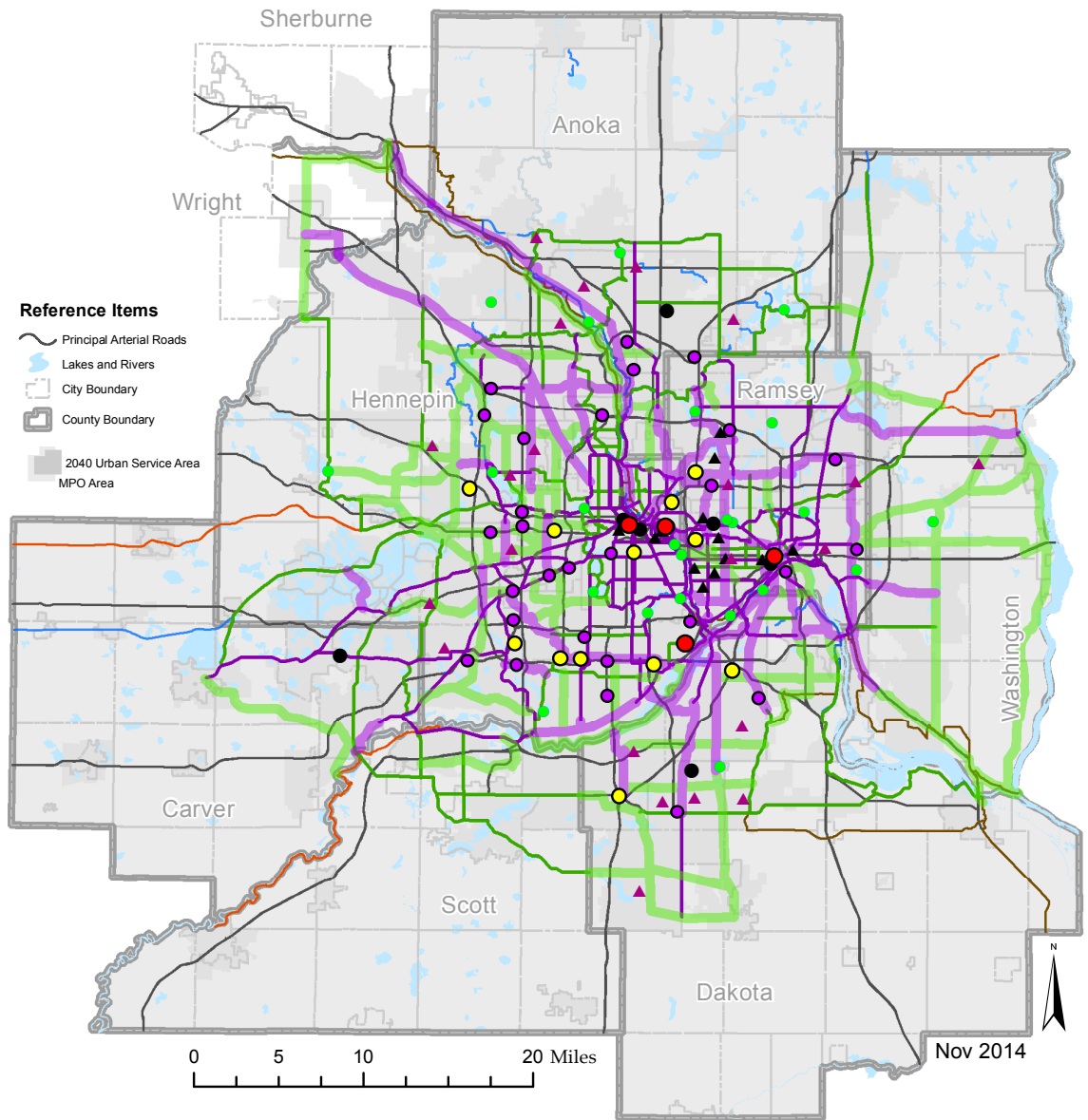
# Increased Revenue Scenario Transitways

## Building an Accelerated Transitway Vision



**Increased Revenue Scenario would also include at least 1% average annual bus expansion.**

# Regional Bicycle Transportation Network Vision



## RBTN Alignments

- Tier 1 Alignments
- Tier 2 Alignments

## RBTN Corridors (Alignments Undefined)

- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridors

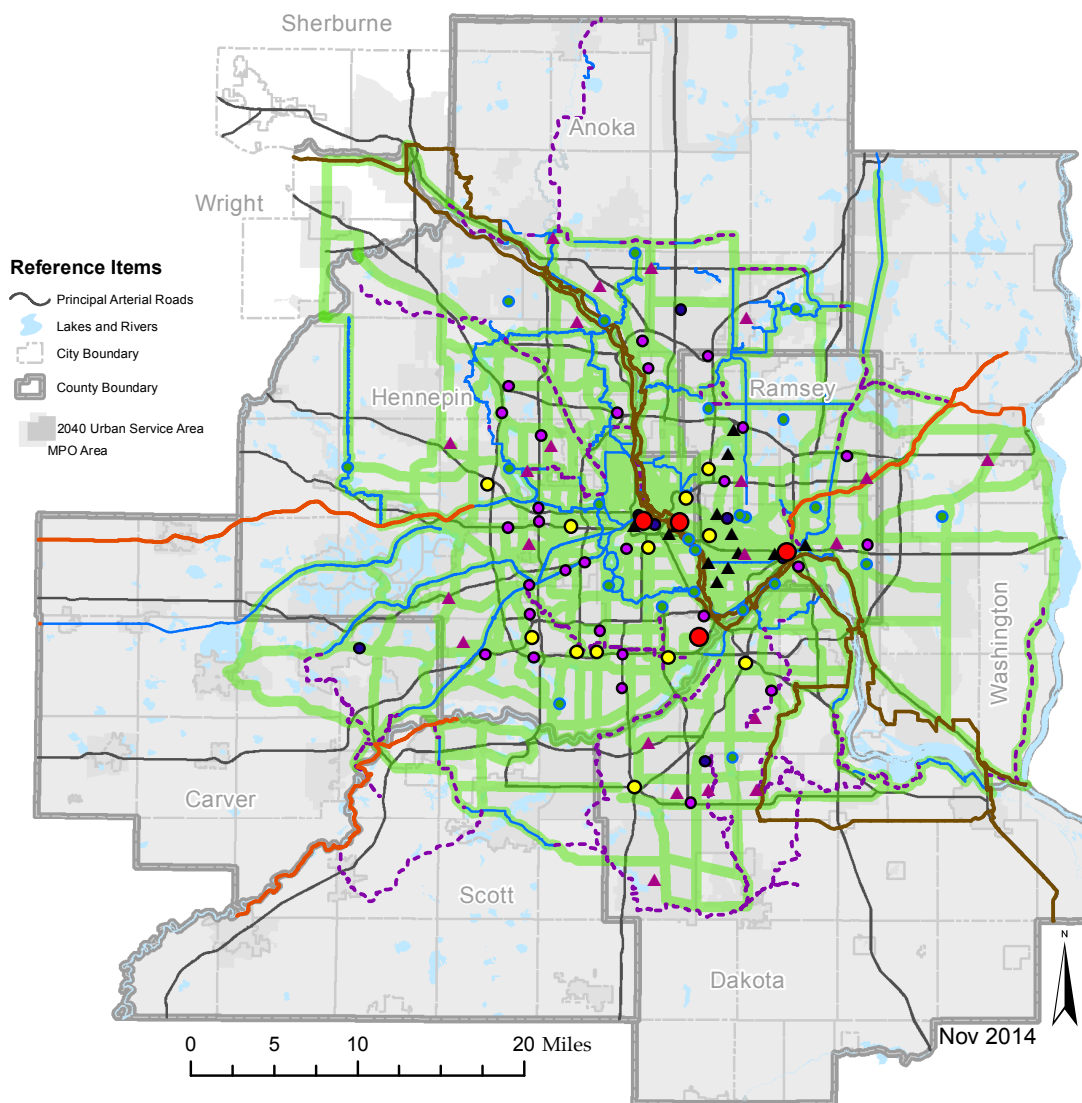
## Regional Destinations


- Metropolitan Job Centers
- Regional Job Centers
- Subregional Job Centers
- Large High Schools
- Colleges & Universities
- Highly Visited Regional Parks
- Major Sport & Entertainment Centers

## Other Trail Systems

- Regional Trails (Regional Parks Policy Plan)
- Mississippi River Trail (US Route 45)
- State Trails (DNR)


# Regional Bicycle Transportation Network and Regional Trail System



 Regional Bicycle Transportation Network Corridors

## Regional Trail System (Regional Parks Policy Plan)

 Regional Trails

 Planned Regional Trails

## Other Trail Systems

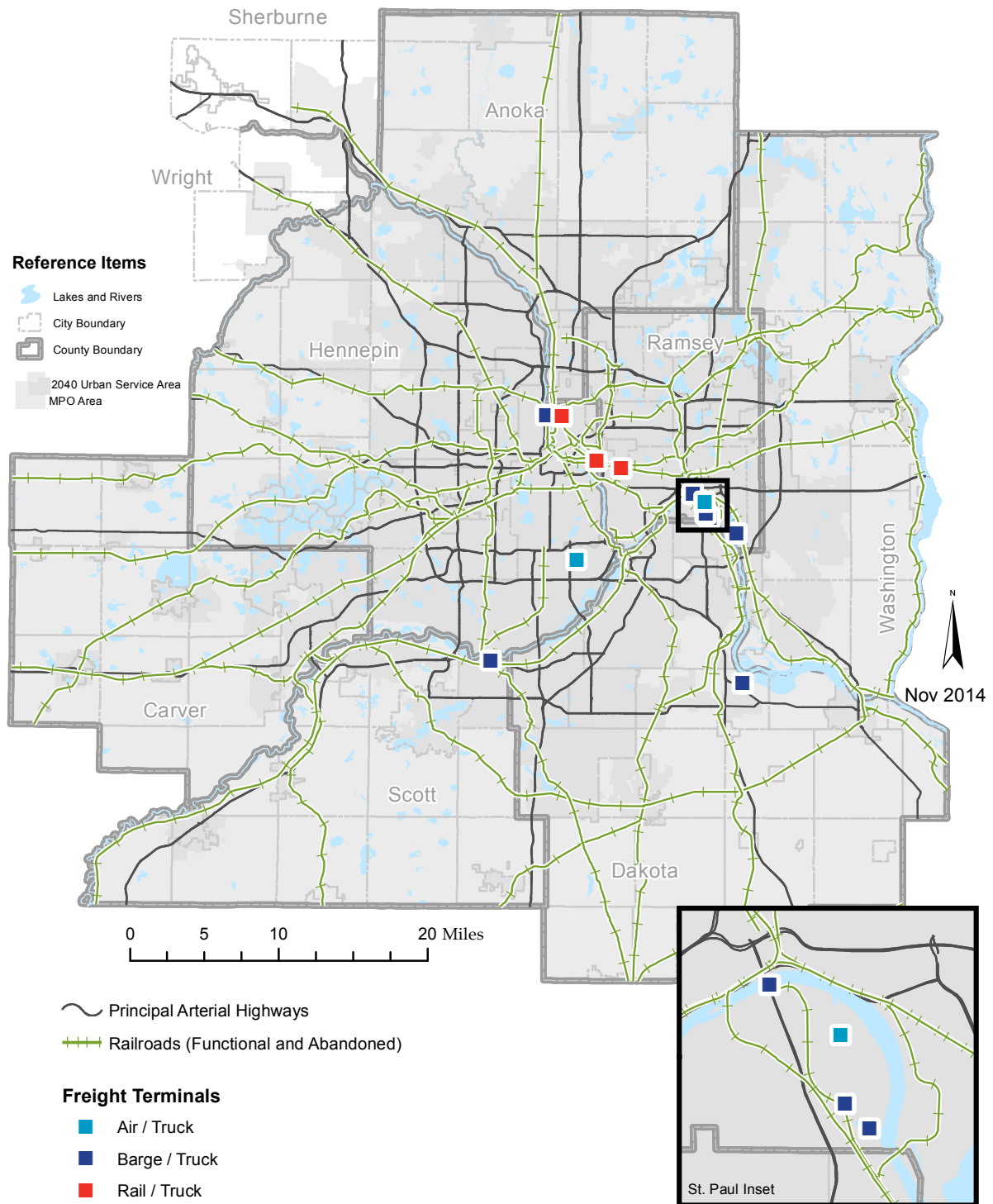
 Mississippi River Trail (US Route 45)

 State Trails (DNR)

## Regional Destinations

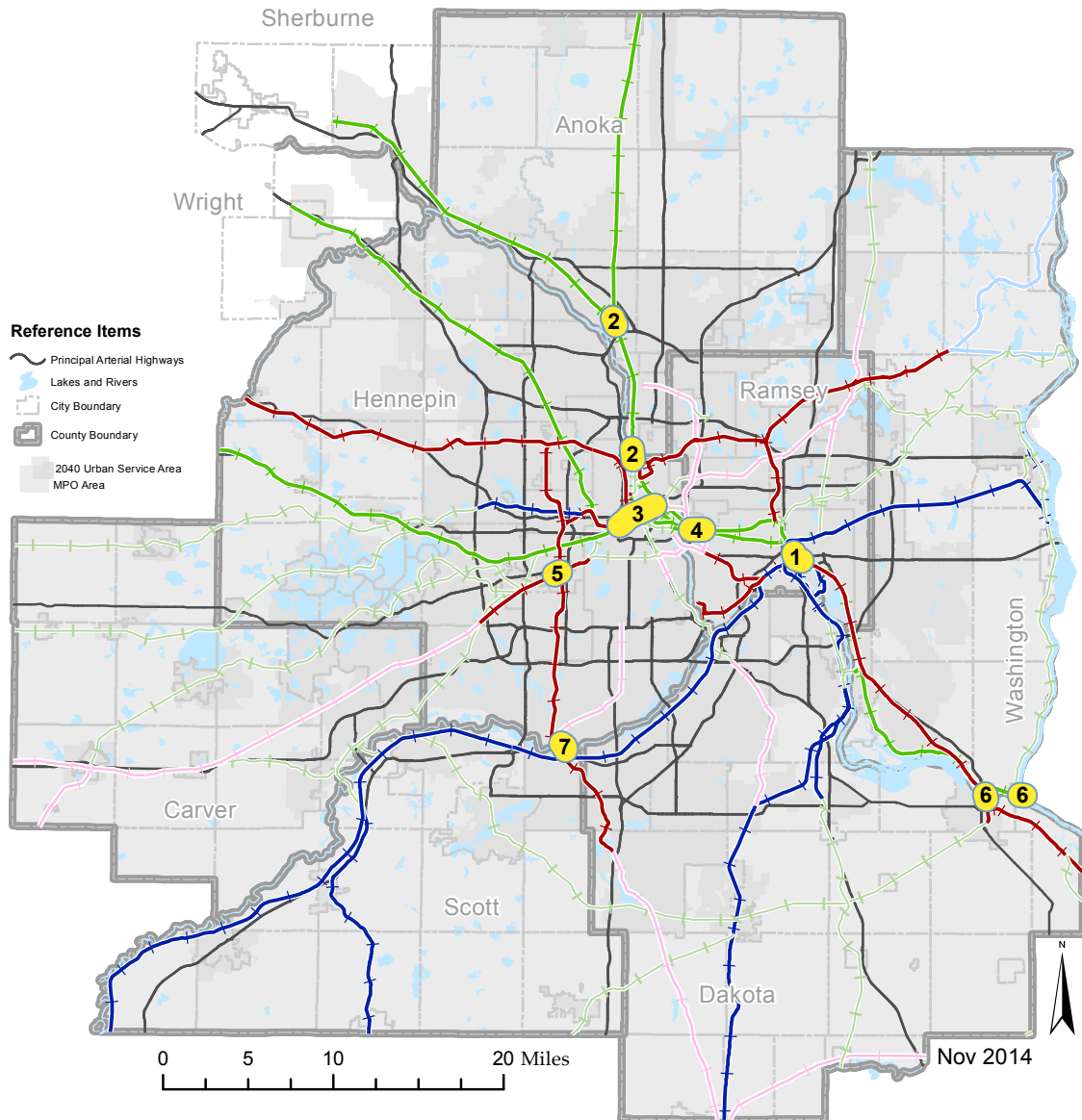
-  Major Job & Activity Centers
-  Regional Job & Activity Centers
-  Subregional Job & Activity Centers
-  Large High Schools
-  Colleges & Universities
-  Major Sport & Entertainment Centers
-  Highly Visited Regional Parks

# Metropolitan Freight System



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
Figure 8-1

## Railroad Bottlenecks



### Railroads by Class

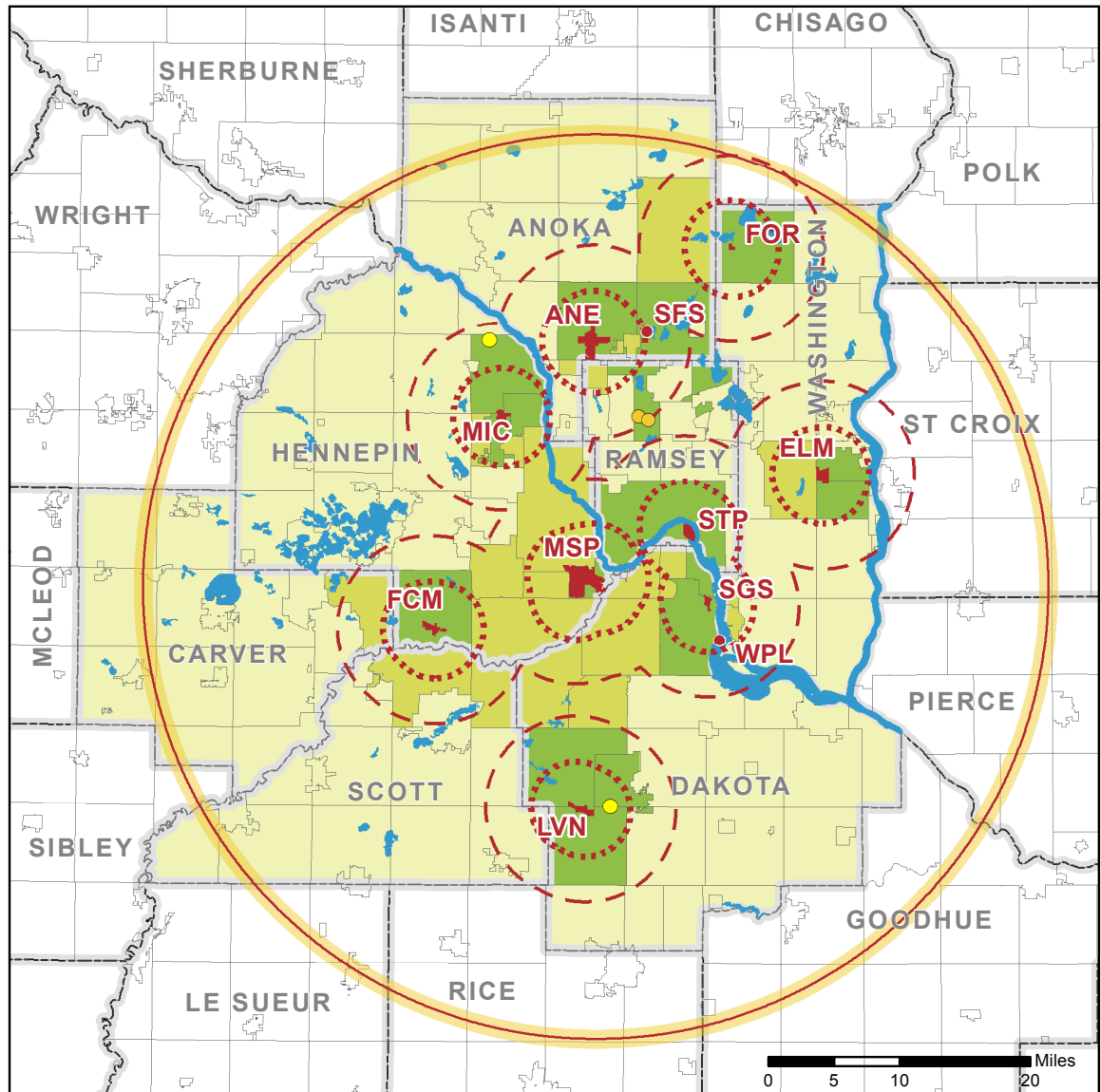
- Class 1 - BNSF Railway
- Class 1 - Canadian National Railway
- Class 1 - Canadian Pacific Railway
- Class 1 - Union Pacific Railroad
- Class 3 & Private
- Abandoned

 Bottlenecks

Source: MN Statewide Freight + Pass. Rail Plan, 2010



## Airport Service Areas



### Public Owned Public Use Airport

#### Airport Compatibility Area

(3 NM's – Noise, Zoning, Infrastructure)  
(6 NM's – Landfills, Wind Towers)

**MSP** Minneapolis – St. Paul International Airport  
(Wold-Chamberlain Field)

**STP** St. Paul Downtown Airport  
(Holman Field)

**ANE** Anoka County – Blaine Airport  
(Janes Field)

**FCM** Flying Cloud Airport

**MIC** Crystal Airport

**SGS** South St. Paul Airport  
(Fleming Field)

**ELM** Lake Elmo Airport

**LVN** Airlake Airport

**FOR** Forest Lake Airport

### Privately Owned Public Use Airport

**SFS** Surf-Side Seaplane Base  
(Rice Lake)

**WPL** Wipline Seaplane Base  
(Miss. River)

Minneapolis Class-B  
Airspace Boundary

Permitted Seaplane  
Surface Waters  
(within 7 County Area only)

VOR Protection Zone

Tall Tower Areas

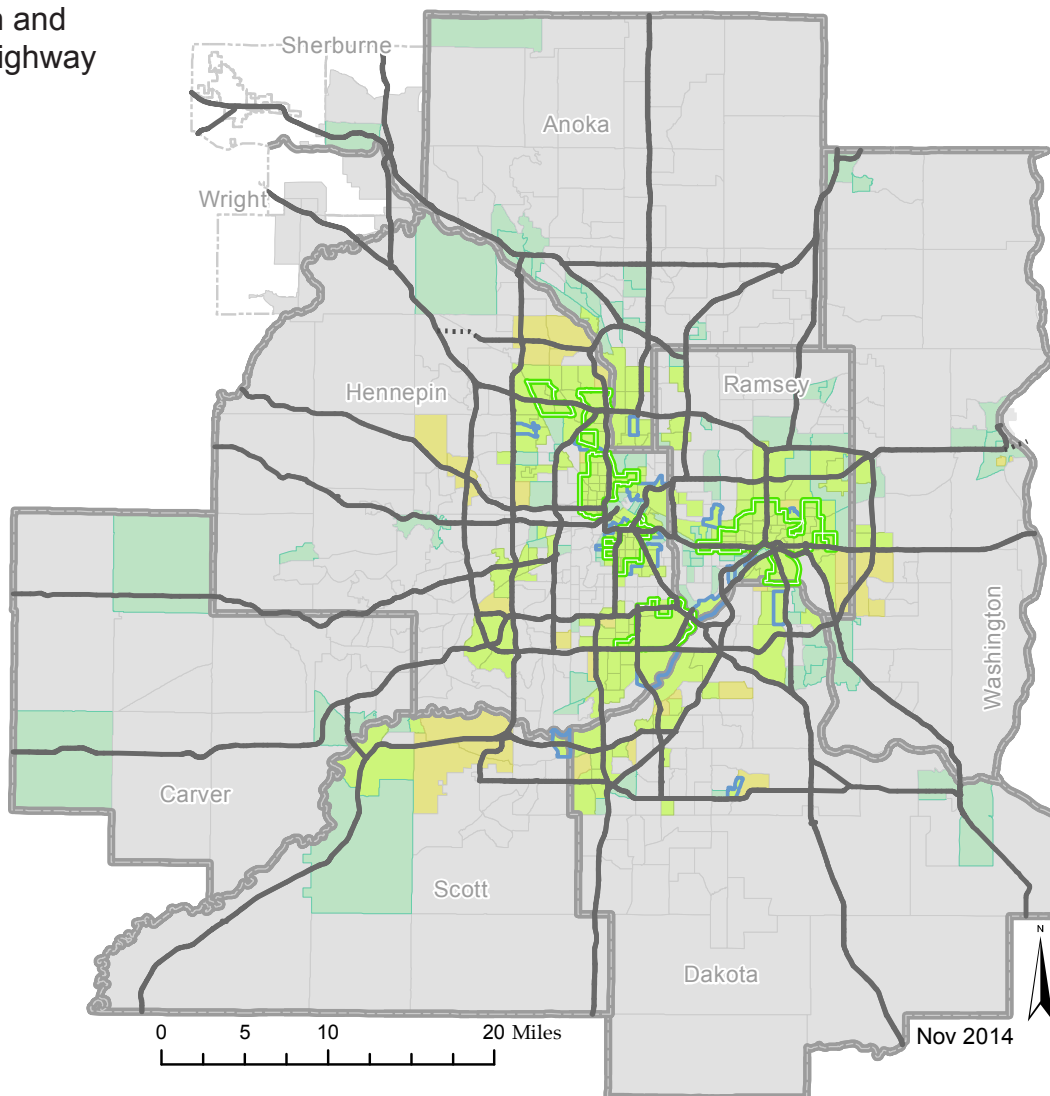
Aviation Facility  
Located in Community


Community Directly  
Affected by Facility(s)

General Airspace  
Notification/Protection





# Population and Existing Highway System







 Principal Arterial Highways

## Populations of Color / Households in Poverty

-  Area of Concentrated Poverty (40% or more in poverty)
-  Area of Concentrated Poverty where 50% or more of residents are people of color

## Regional Average by Tract

-  Both Poverty and Pop. of Color below regional average
-  Pop. of Color above regional average
-  Individual Poverty above regional average
-  Both Ind. Poverty and Pop. of Color above regional average

## People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional averages at either level.

100% poverty regional average is 10.5%  
185% poverty regional average is 21.9%

## Population of Color

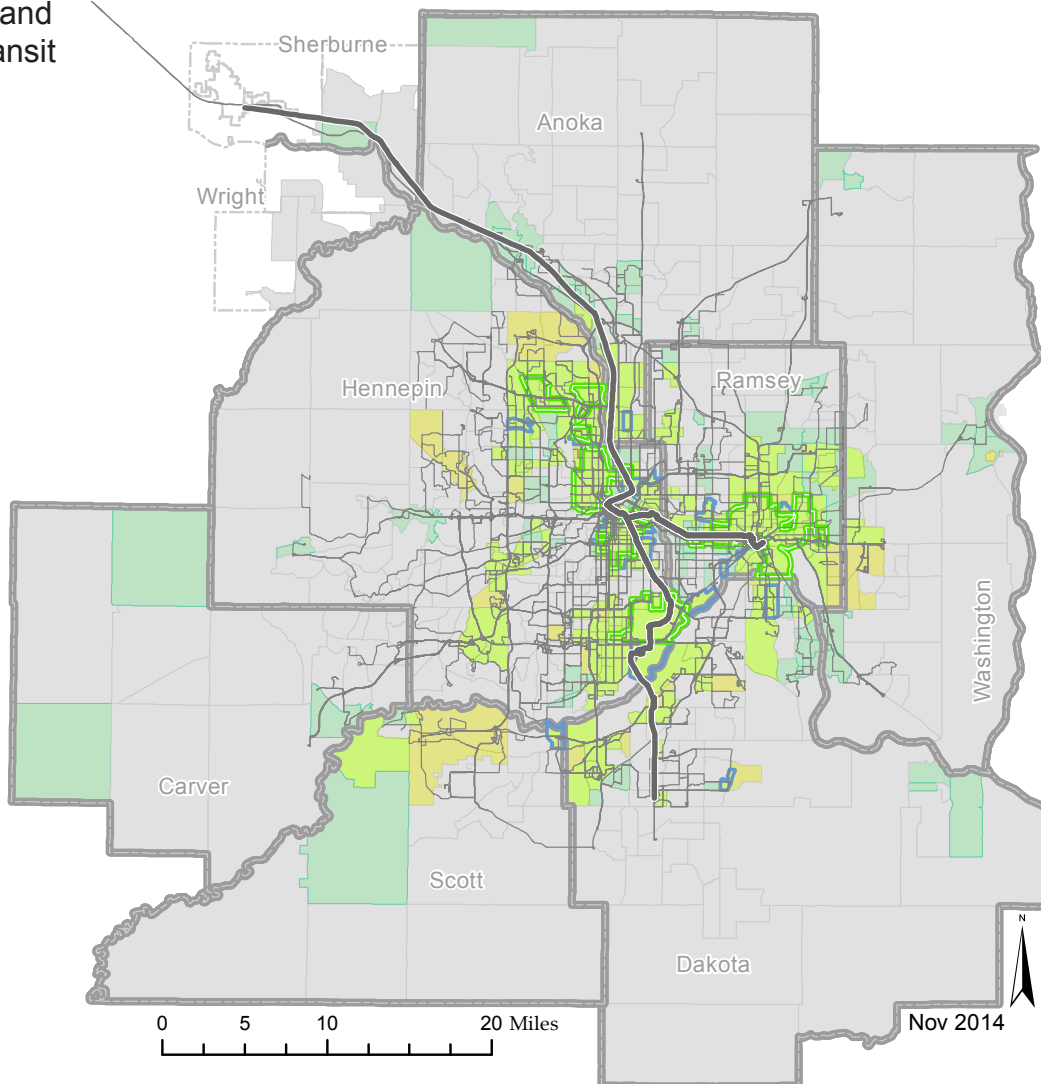
Population of Color is defined as all persons not classified as White, Non-Latino

Regional Average is 23.4% People of Color

Tracts are marked above (higher than 23.4%) or below (less than 23.4%) the regional average

Data source: 2008-2012 ACS by Tract

# Population and Existing Transit System



Existing Transitways

Transit Routes

## Populations of Color / Households in Poverty

Area of Concentrated Poverty (40% or more in poverty)

Area of Concentrated Poverty where 50% or more of residents are people of color

## Regional Average by Tract

- Both Poverty and Pop. of Color below regional average
- Pop. of Color above regional average
- Individual Poverty above regional average
- Both Ind. Poverty and Pop. of Color above regional average

## People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional averages at either level.

100% poverty regional average is 10.5%  
185% poverty regional average is 21.9%

## Population of Color

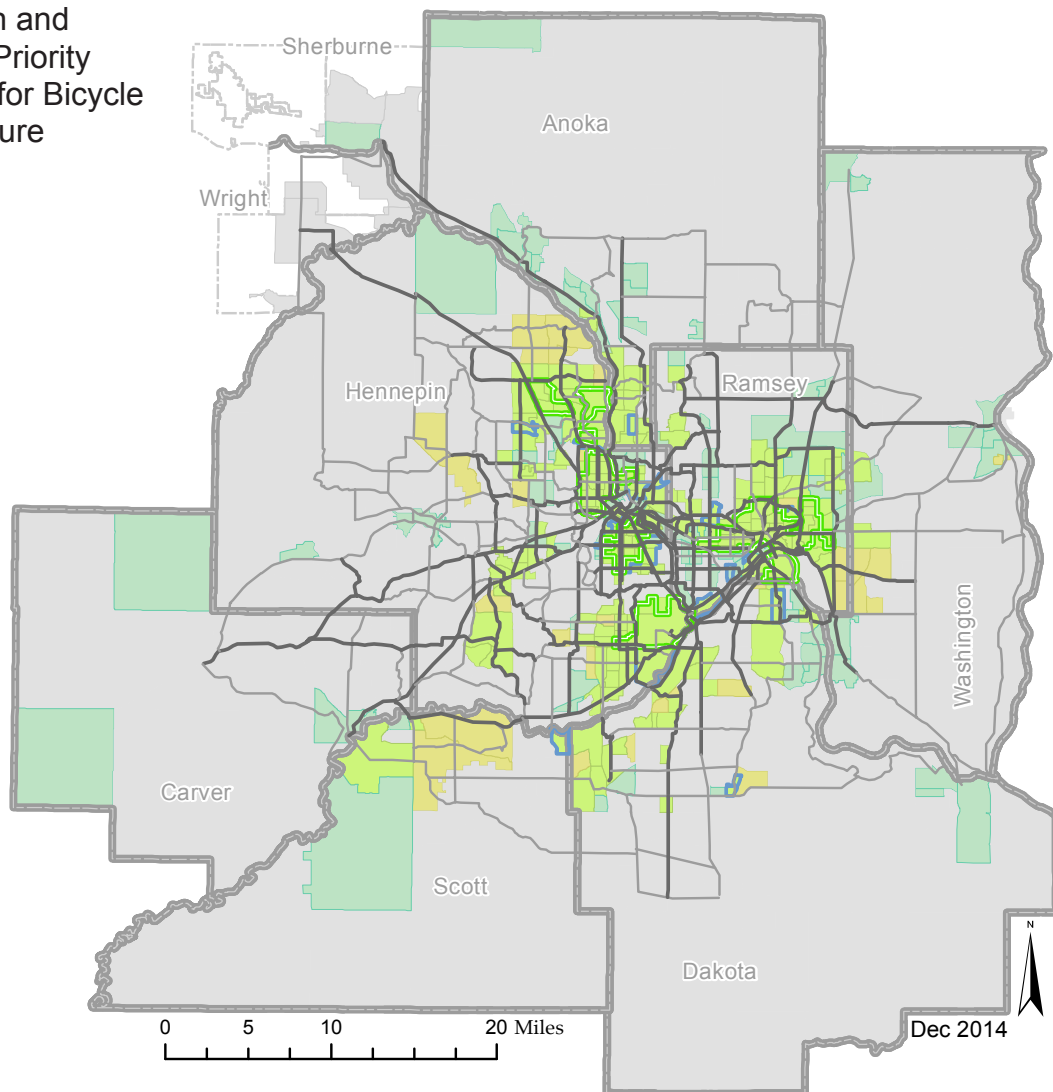
Population of Color is defined as all persons not classified as White, Non-Latino

Regional Average is 23.4% People of Color

Tracts are marked above (higher than 23.4%) or below (less than 23.4%) the regional average

Data source: 2008-2012 ACS by Tract

# Population and Regional Priority Corridors for Bicycle Infrastructure



~ Tier 1: Priority Regional Bicycle Transportation Corridors\*

~ Tier 2: Regional Bicycle Transportation Corridors\*

## Populations of Color / Households in Poverty

Area of Concentrated Poverty (40% or more in poverty)

Area of Concentrated Poverty where 50% or more of residents are people of color

## Regional Average by Tract

Both Poverty and Pop. of Color below regional average

Pop. of Color above regional average

Individual Poverty above regional average

Both Ind. Poverty and Pop. of Color above regional average

## People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional averages at either level.

100% poverty regional average is 10.5%  
185% poverty regional average is 21.9%

## Population of Color

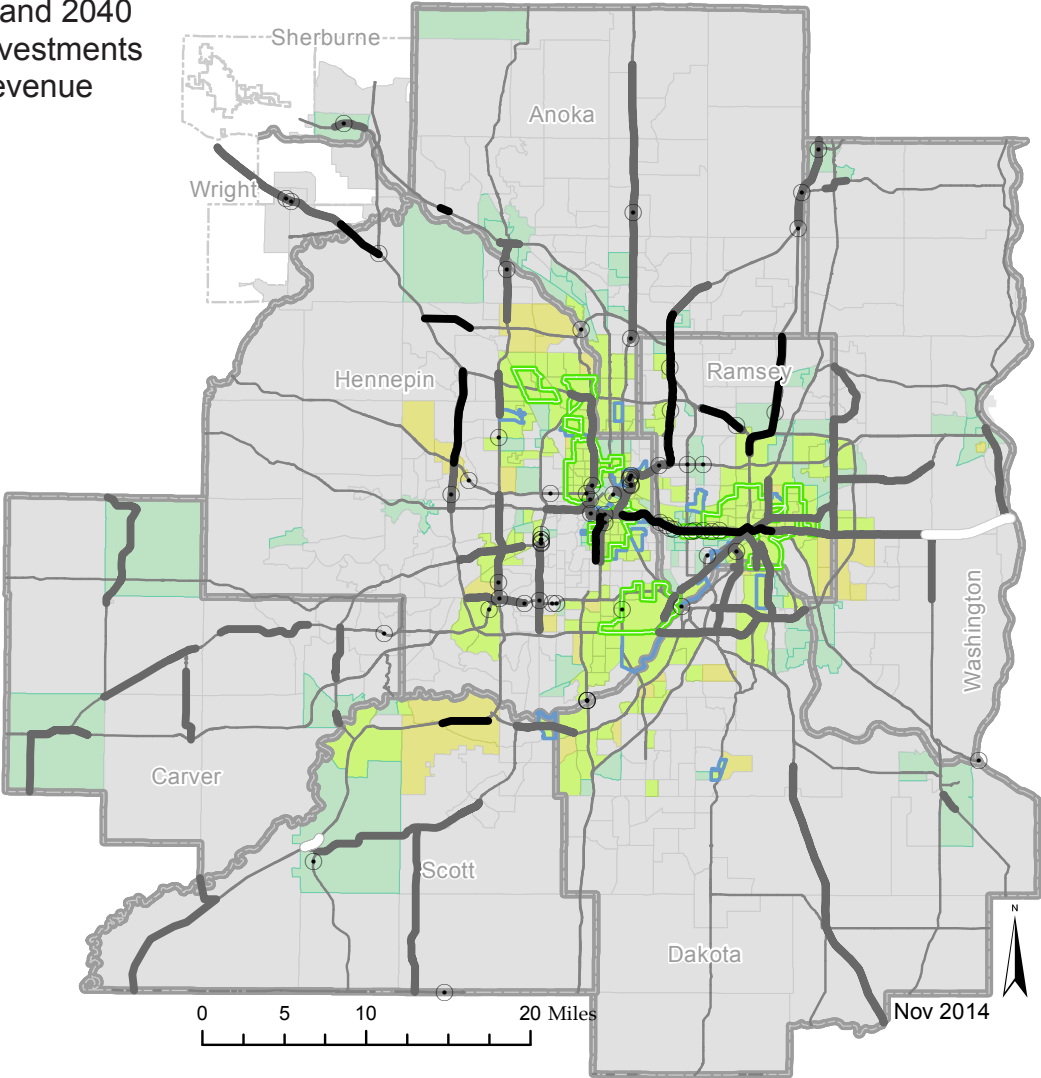
Population of Color is defined as all persons not classified as White, Non-Latino

Regional Average is 23.4% People of Color

Tracts are marked above (higher than 23.4%) or below (less than 23.4%) the regional average

Data source: 2008-2012 ACS by Tract

# Population and 2040 Highway Investments (Current Revenue Scenario)



## Highway Current Revenue Scenario

- Bridge Projects
- ~ Roadside Infrastructure
- ~ Pavement
- ~ Strategic Capacity / MnPASS Tier 1 Expansion

## Populations of Color / Households in Poverty

- Area of Concentrated Poverty (40% or more in poverty)
- Area of Concentrated Poverty where 50% or more of residents are people of color

## Regional Average by Tract

- Both Poverty and Pop. of Color below regional average
- Pop. of Color above regional average
- Individual Poverty above regional average
- Both Ind. Poverty and Pop. of Color above regional average

## People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional averages at either level.

100% poverty regional average is 10.5%  
185% poverty regional average is 21.9%

## Population of Color

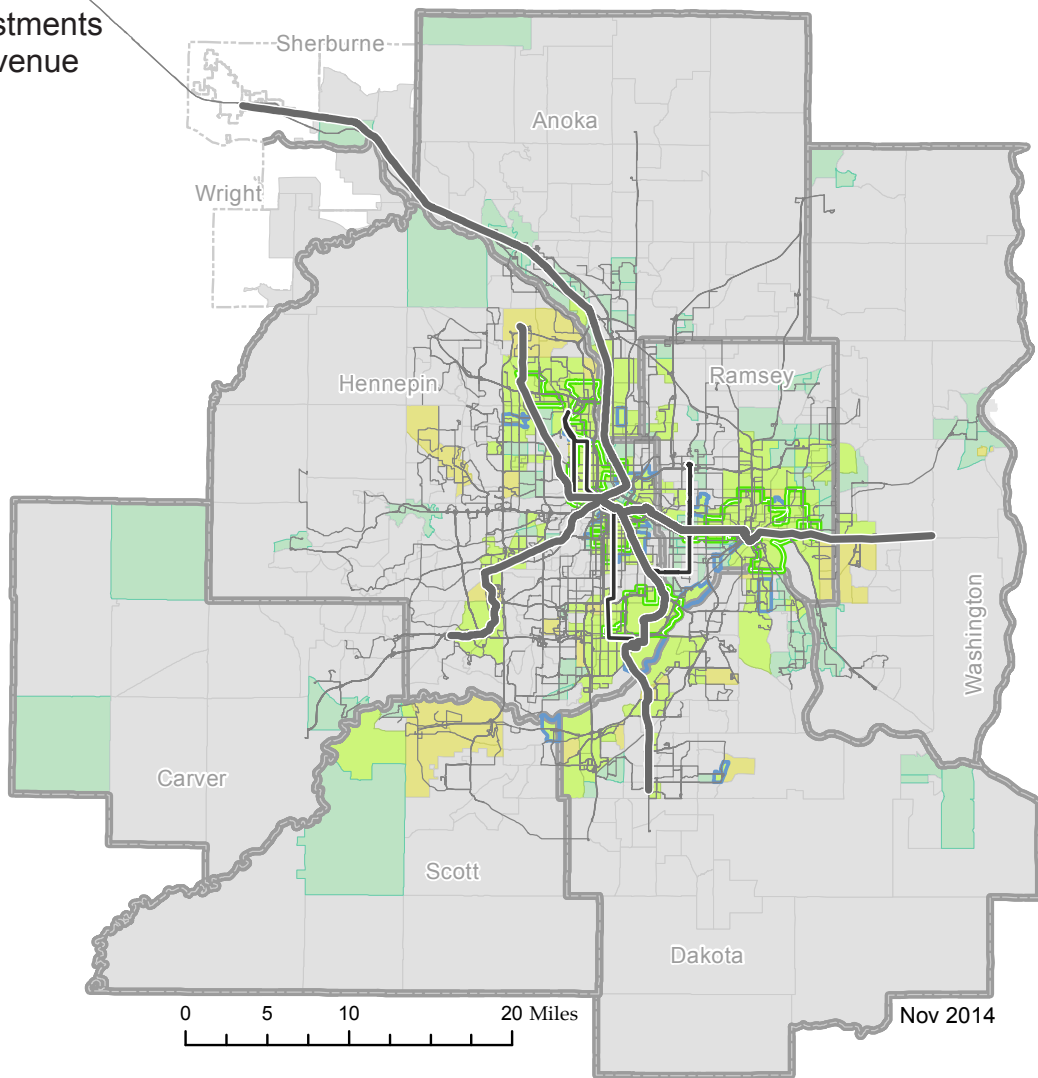
Population of Color is defined as all persons not classified as White, Non-Latino

Regional Average is 23.4% People of Color

Tracts are marked above (higher than 23.4%) or below (less than 23.4%) the regional average

Data source: 2008-2012 ACS by Tract

# Population and 2040 Transit Investments (Current Revenue Scenario)



Current Revenue Scenario Transitways

Arterial BRT

Existing Bus Routes

## Populations of Color / Households in Poverty

Area of Concentrated Poverty (40% or more in poverty)

Area of Concentrated Poverty where 50% or more of residents are people of color

## Regional Average by Tract

Both Poverty and Pop. of Color below regional average

Pop. of Color above regional average

Individual Poverty above regional average

Both Ind. Poverty and Pop. of Color above regional average

## People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional averages at either level.

100% poverty regional average is 10.5%

185% poverty regional average is 21.9%

## Population of Color

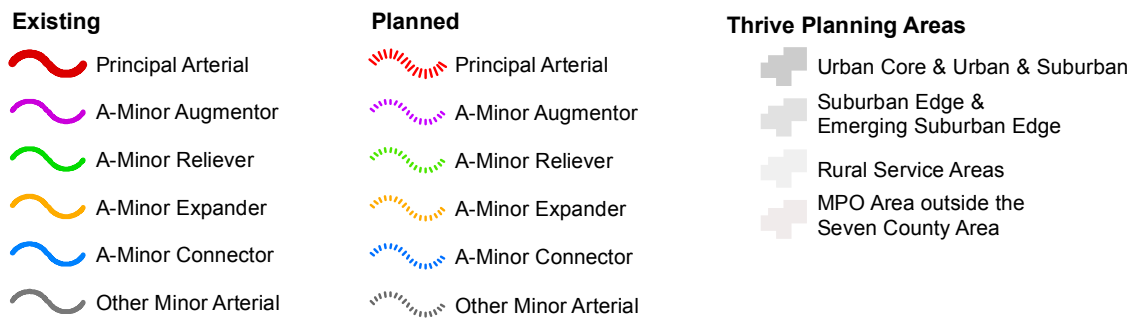
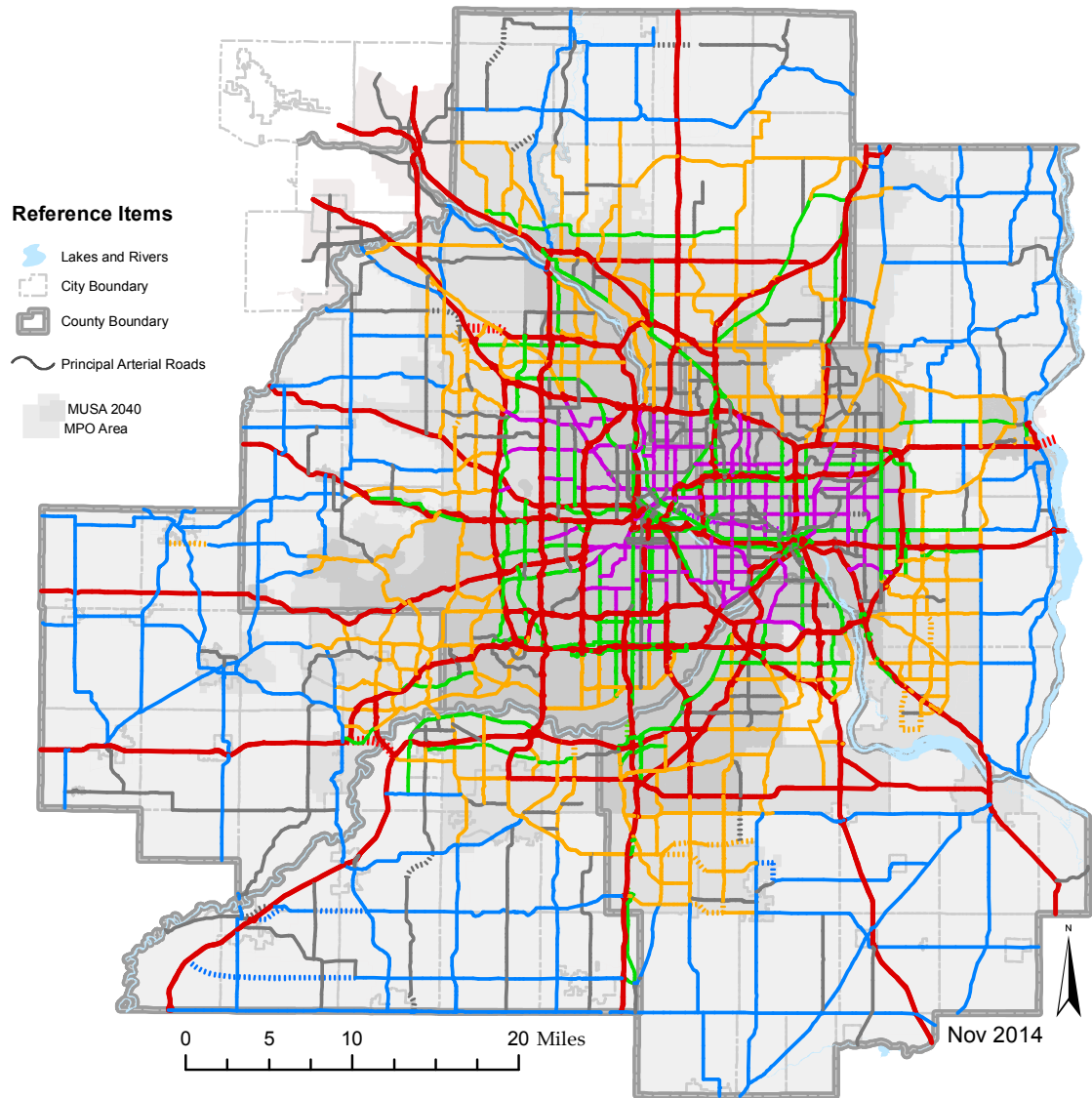
Population of Color is defined as all persons not classified as White, Non-Latino

Regional Average is 23.4% People of Color

Tracts are marked above (higher than 23.4%) or below (less than 23.4%) the regional average

Data source: 2008-2012 ACS by Tract

# Functional Class Roads

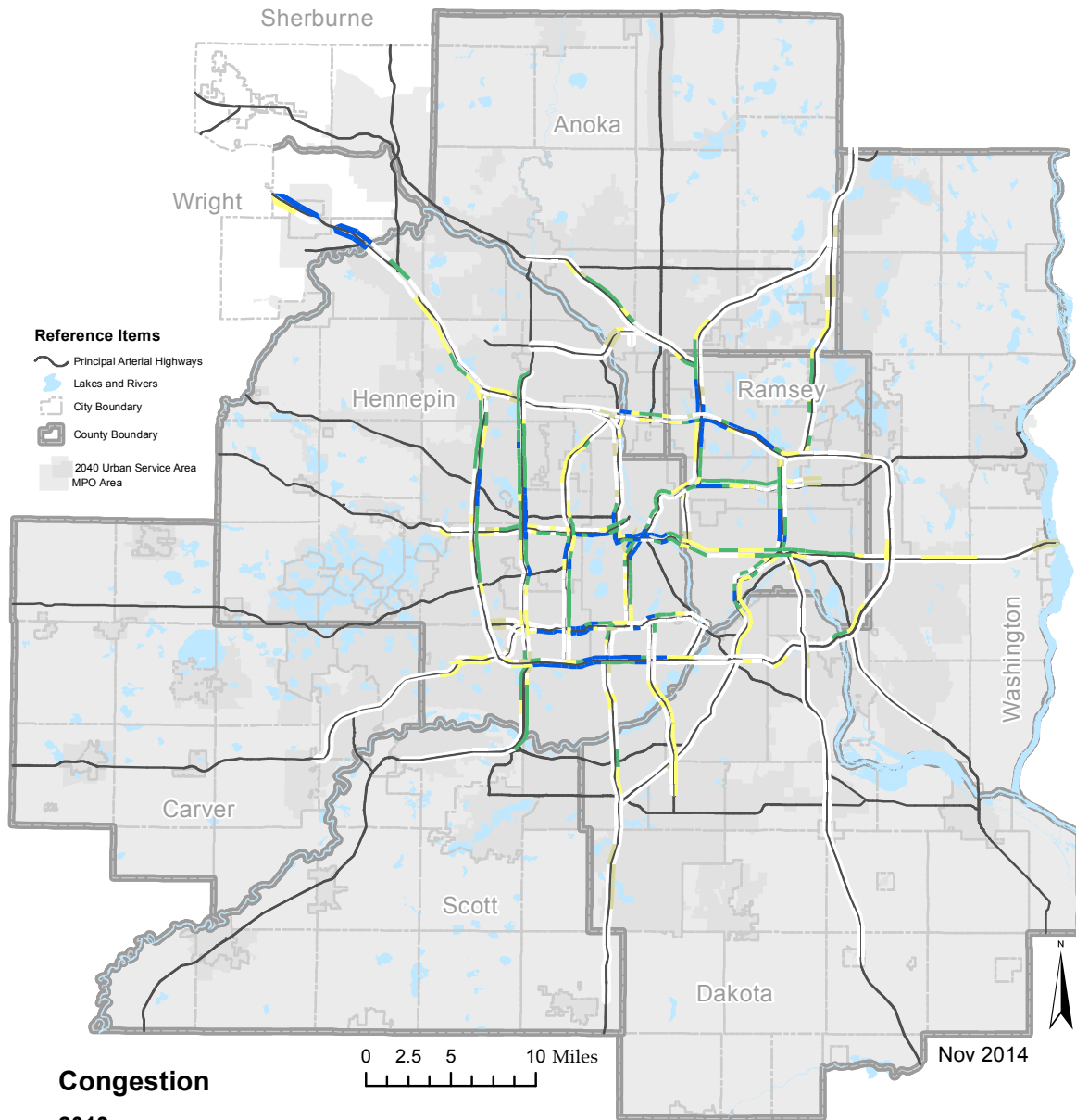


2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
Figure 12-1





## 2013 Congestion



### Congestion

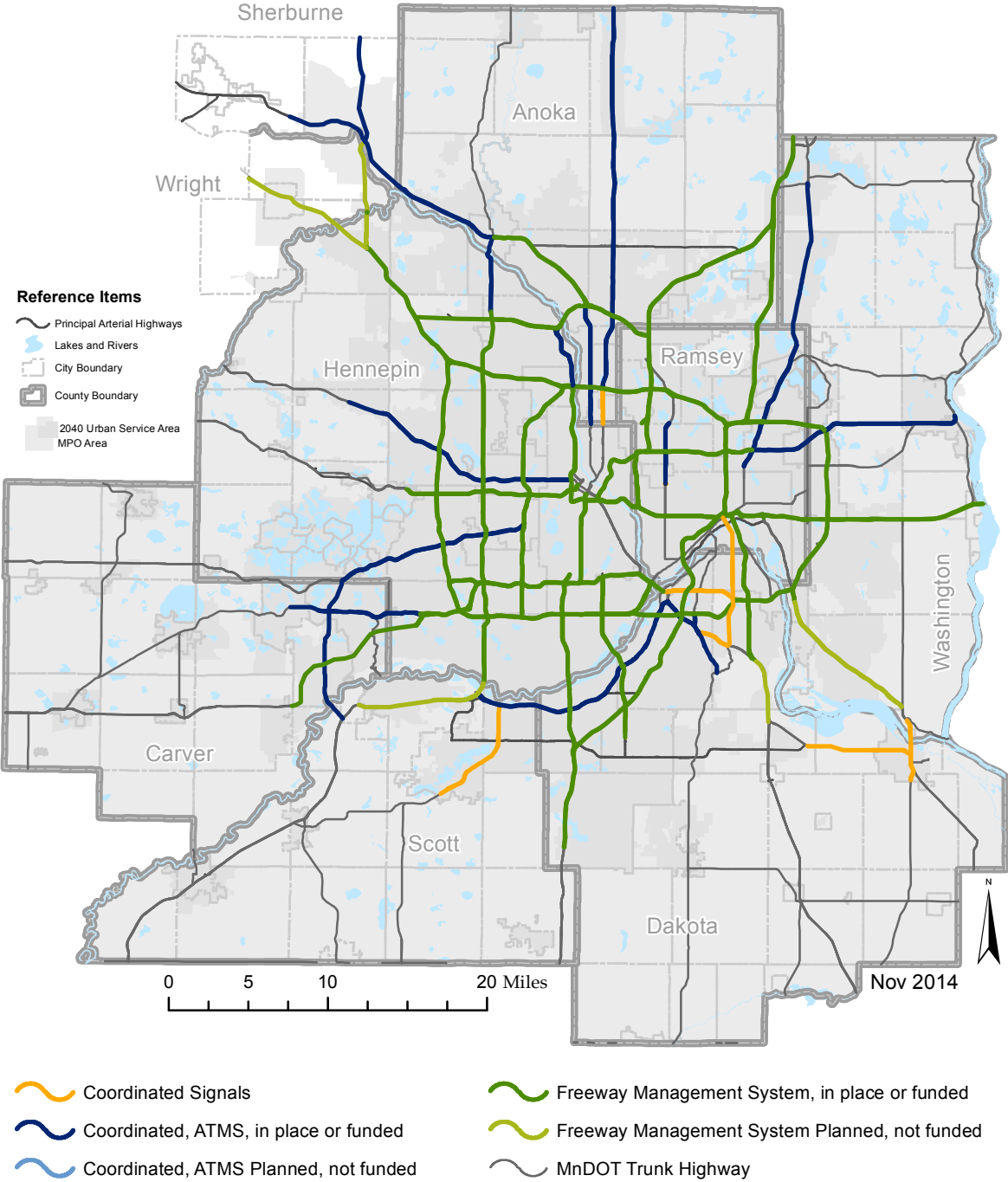
#### 2013

##### AM + PM Congested Hours

- No Recurring Congestion
- under 1 hour
- 1 -3 hours
- 3 + hours
- No data

*Congestion is where speed less than 45 mph*

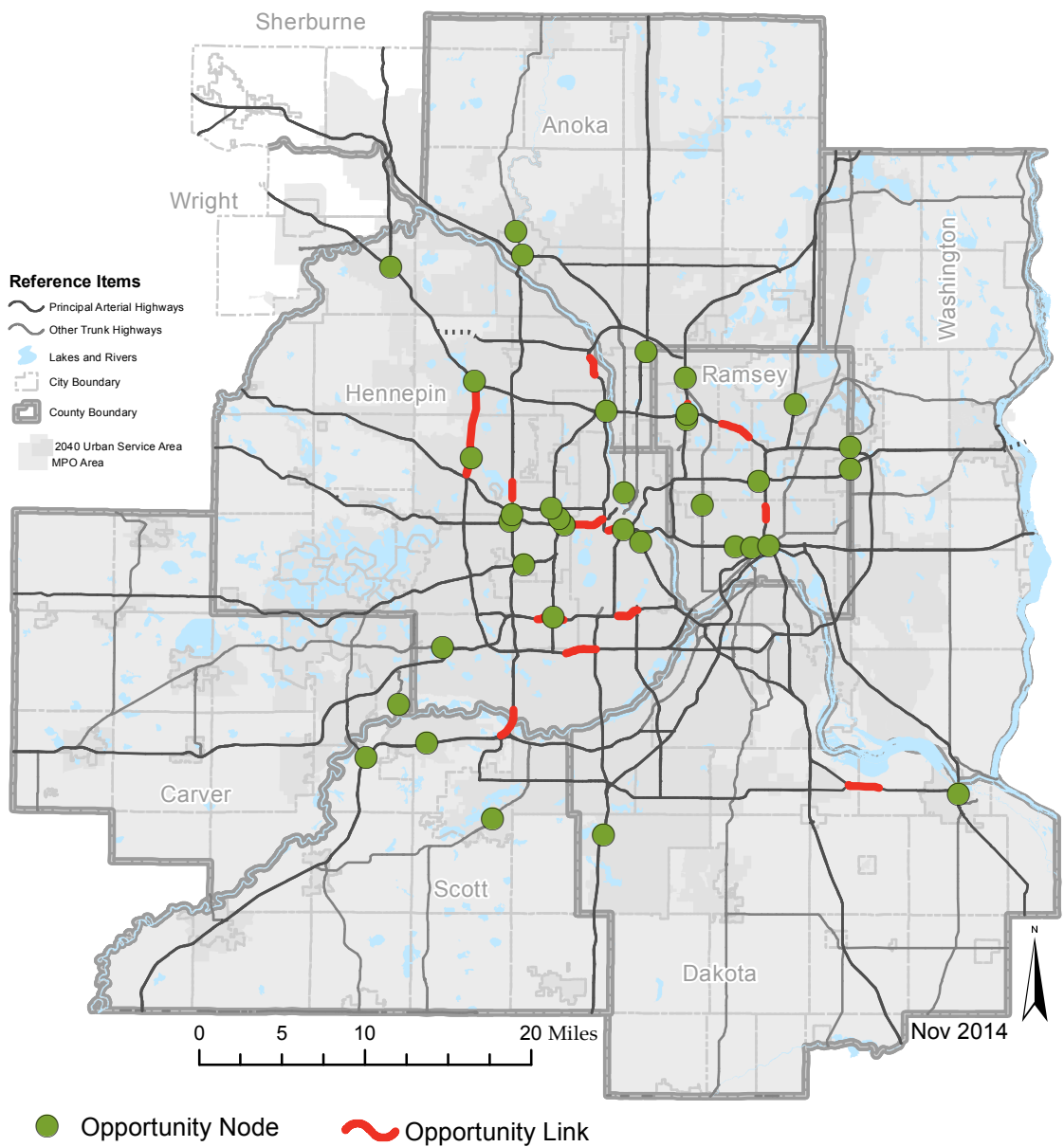
# MnDOT Traffic Management Technology System



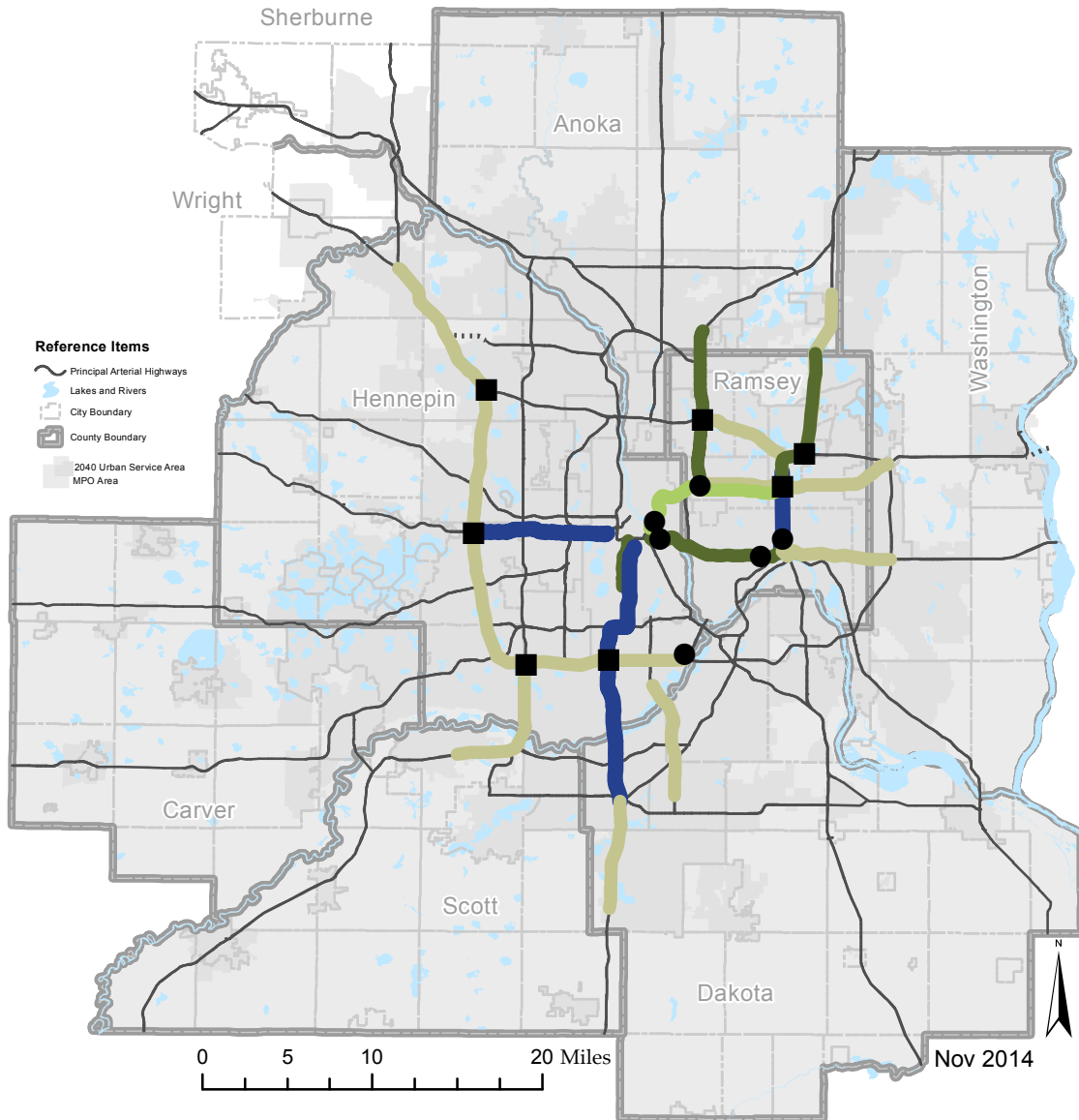
2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL  
Figure 12-7



# Spot Mobility Improvement Opportunity Areas



# MnPASS System Vision



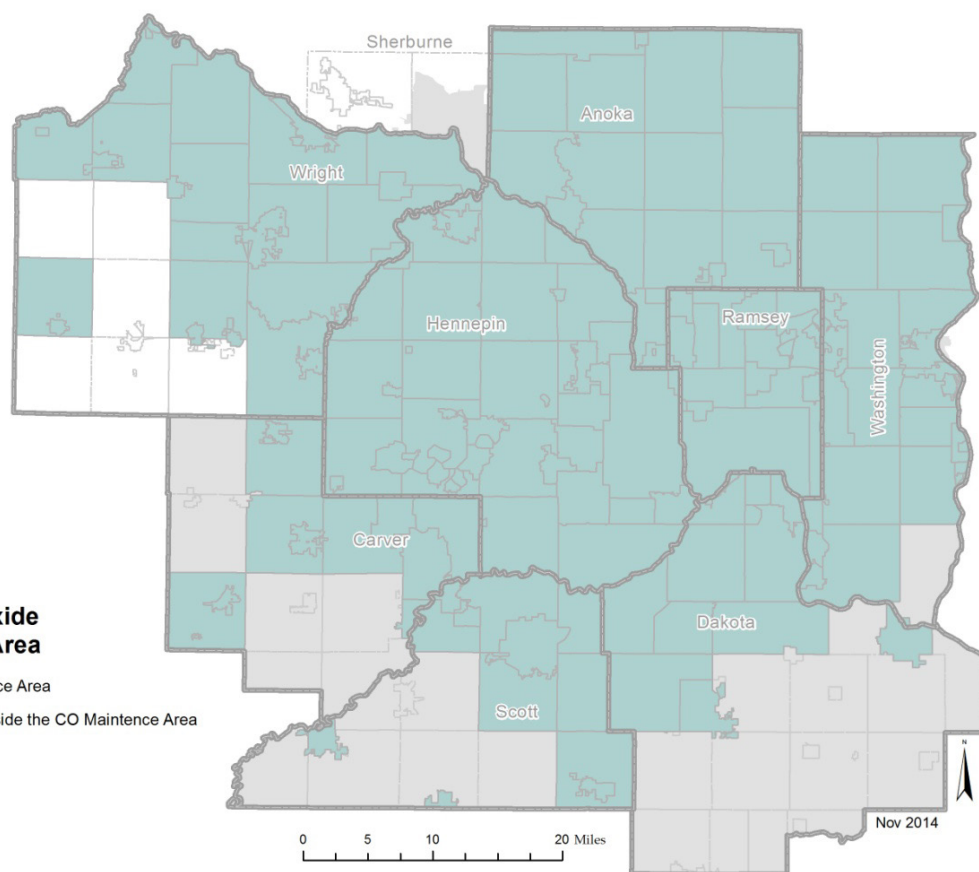
## MnPASS

- Existing / Under Construction
- Tier 1 MnPASS Expansion
- Tier 2 MnPASS Expansion
- Tier 3 MnPASS Expansion\*
- Direct Connection
- Through Movement

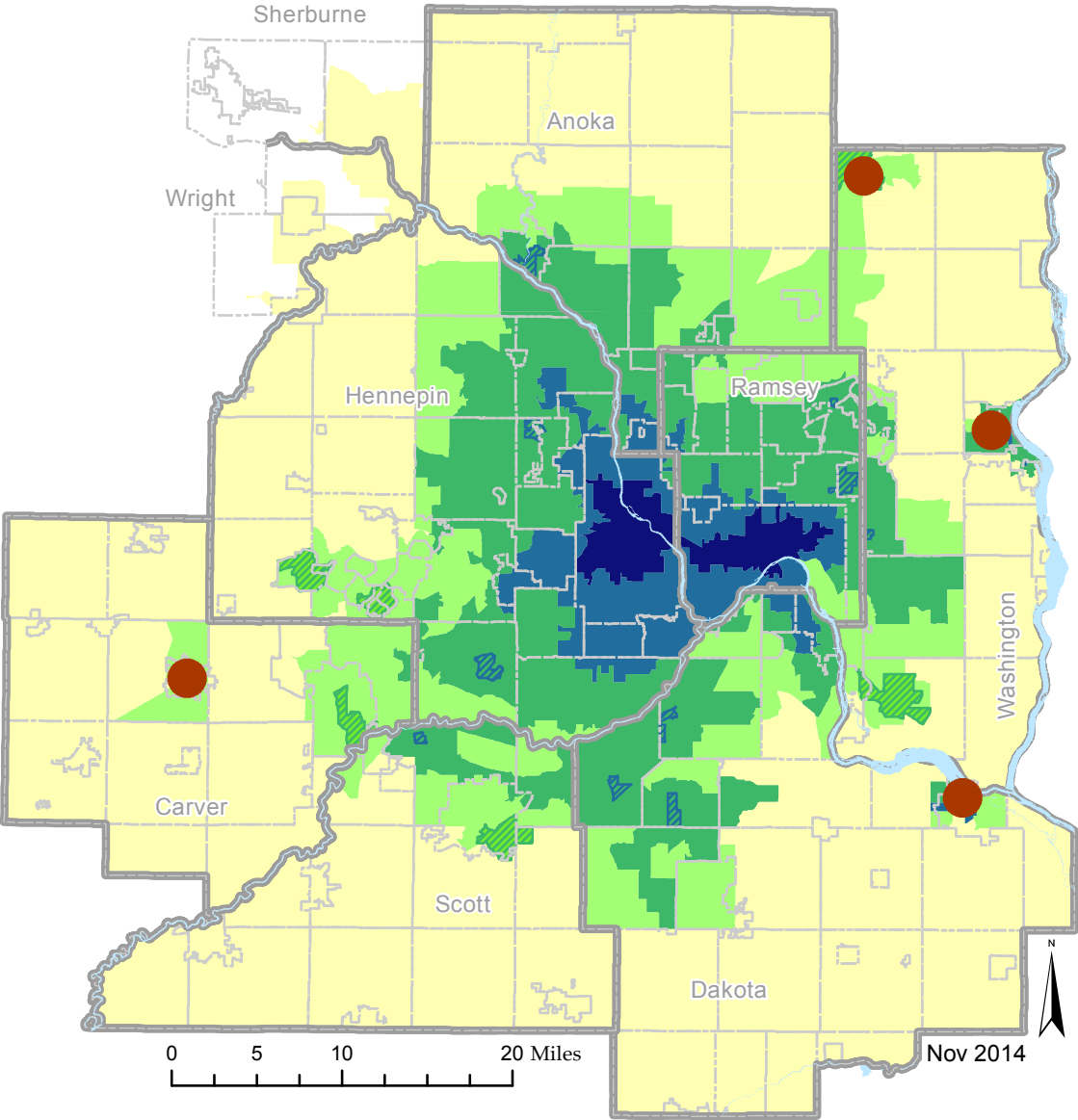
\* The I-94 east corridor is in the MnPASS system vision contingent on resolving highway right-of-way issues through further study, including the Gateway transitway Draft Environmental Impact Statement.

**Carbon Monoxide  
Maintenance Area**

- CO Maintenance Area
- MPO Area outside the CO Maintenance Area



Transit Market Areas



- |   |                         |   |                          |
|---|-------------------------|---|--------------------------|
|  | Market Area I           |  | Emerging Market Area III |
|  | Market Area II          |  | Market Area IV           |
|  | Emerging Market Area II |  | Market Area V            |
|  | Market Area III         |  | Freestanding Town Center |