



# Regional planning process



## Metropolitan Development Guide

- *2030 Framework*
- System policy plans
- Regional services



## Local communities

- Comprehensive plans
- Development
- Services



Integration of regional perspective with local values and needs



# Accommodating our growth



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Population Households Employment

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**2000** 2,642,000 1,021,000 1,565,000

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**2030** 3,608,000 1,492,000 2,126,000

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**Growth** 966,000 471,000 563,000

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# Growth will bring challenges

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□ Congestion already ranks as region's number one concern



□ 60 percent of highways congested during peak hours



□ Growth will add 4 million trips to roads by 2030



# Framework direction

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- Encourage mixed-use development in centers along transportation corridors



- Focus highway investments on maintaining the existing system, adding capacity where possible





# Framework direction

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□ Make more efficient use of our regional transportation system



□ Expand the bus system and develop a network of “transitways”





# Highway plan goals

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- Preserve the existing 657-mile system
- Manage the system to improve safety and efficiency
- Expand the system as resources permit





# Highway funding scenarios



**Constrained      Unconstrained      Constrained + 30%**

<b>Preservation</b>	102	102	102
<b>Management</b>	60	20	40
<b>Expansion</b>	92	520	197
<b>Other</b>	30	30	30

**Annual total      \$284 M      \$672 M      \$369 M**

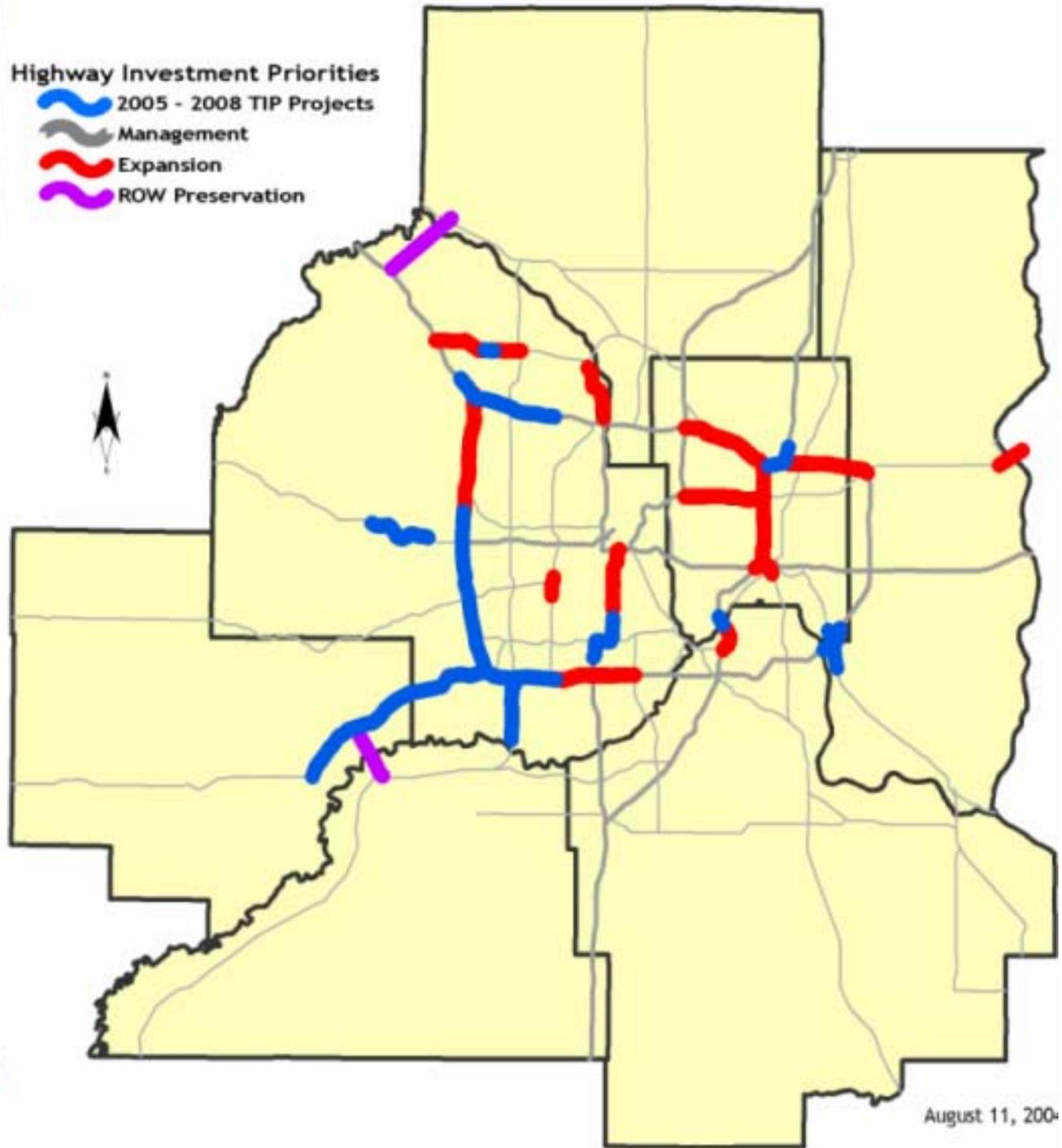


# Constrained scenario outcomes

Projects planned to be completed by 2030

## Highway Investment Priorities

- 2005 - 2008 TIP Projects
- Management
- Expansion
- ROW Preservation

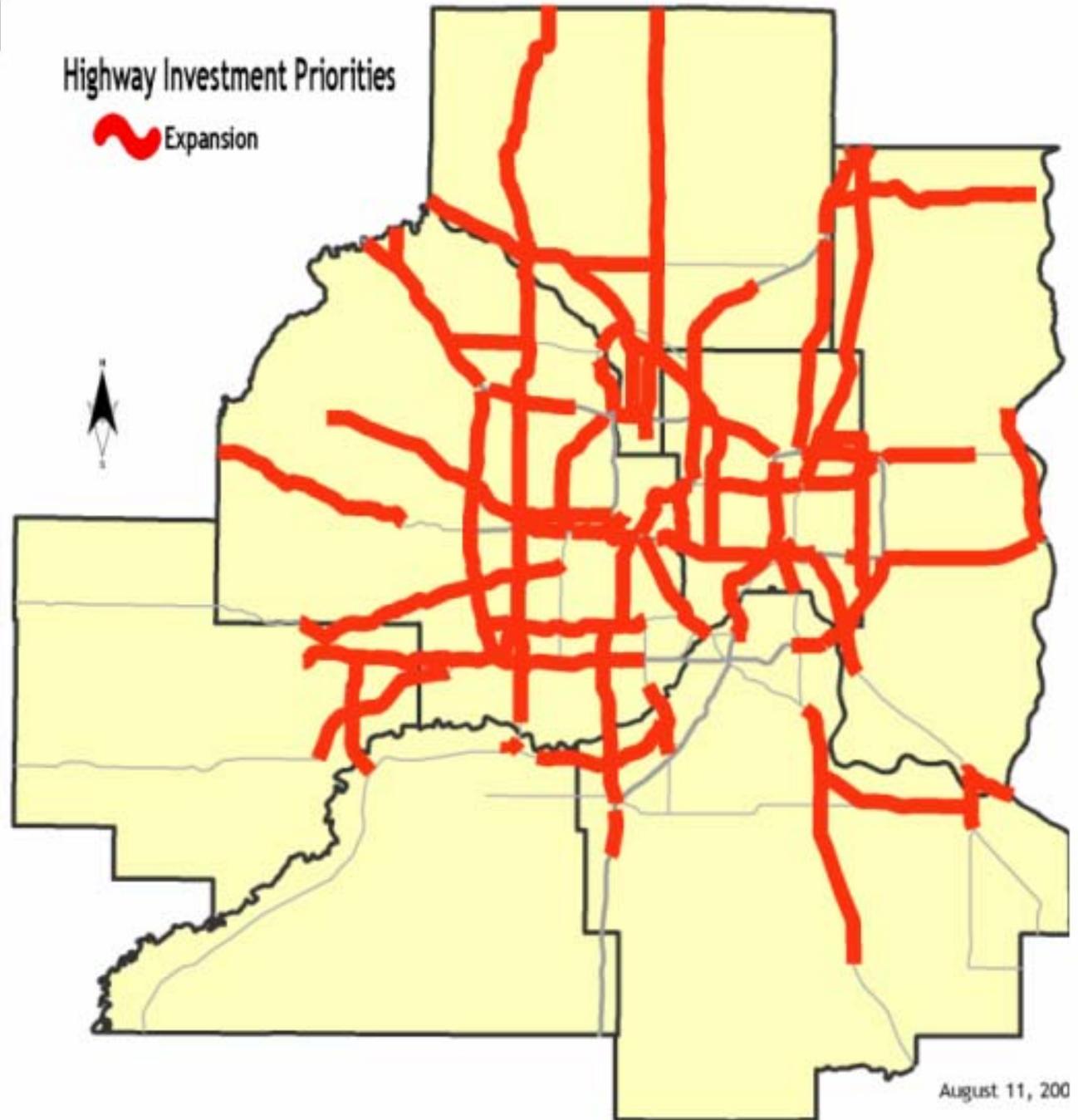


August 11, 2004

# Unconstrained scenario outcomes

Projects  
to hold  
congestion  
to 1998  
levels

Highway Investment Priorities



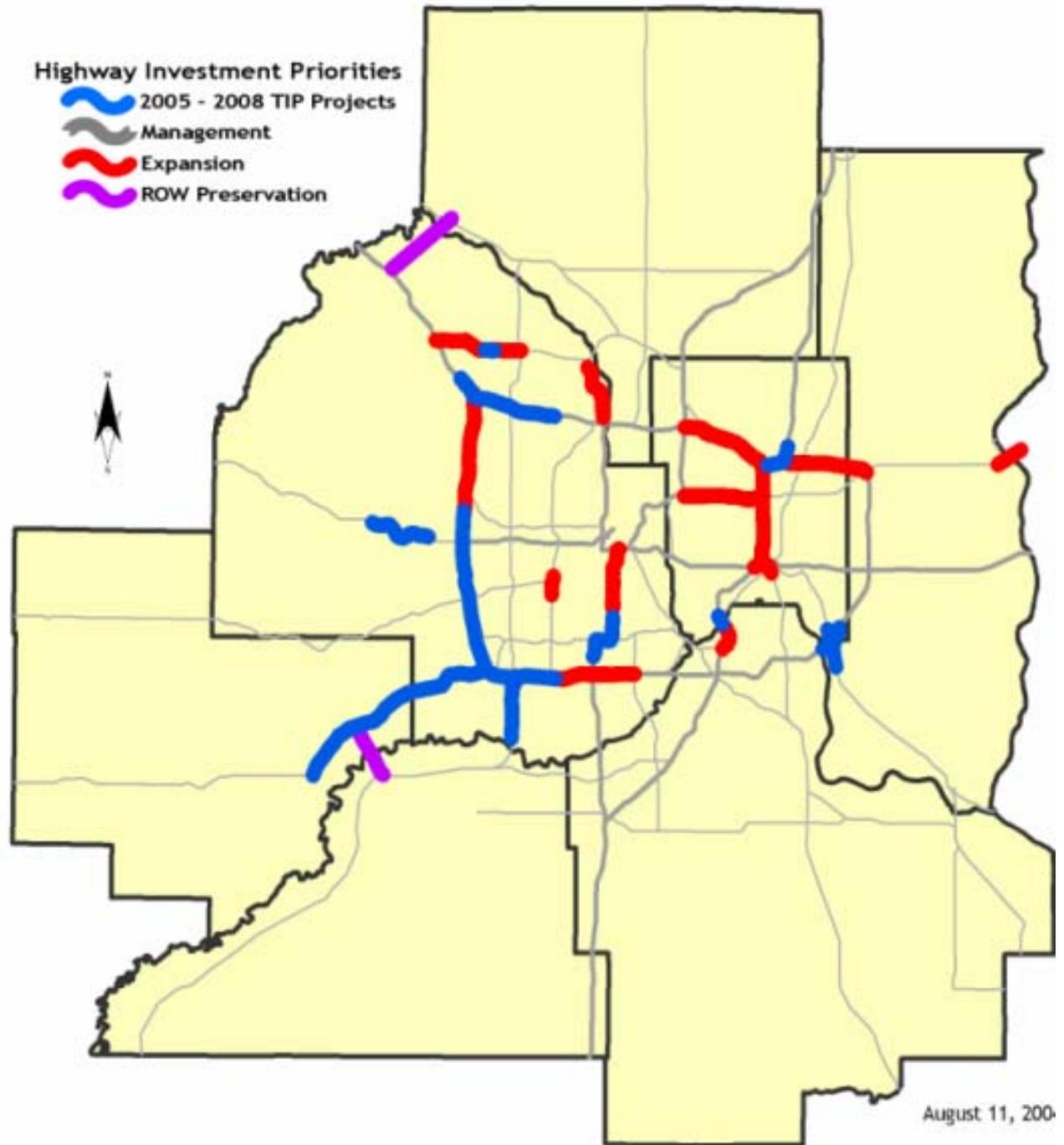
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# Constrained +30% scenario outcomes

Projects  
planned to  
be completed  
by 2020

## Highway Investment Priorities

- 2005 - 2008 TIP Projects
- Management
- Expansion
- ROW Preservation



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# Transit plan goal



- Double ridership by 2030, with 50% increase by 2020





# Transit plan



- ❑ Expand and improve bus system
- ❑ Give buses travel-time advantages in mixed traffic
- ❑ Provide additional fare incentives
- ❑ Develop a network of dedicated “transitways”





# 2020 ridership growth components

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<b>Component</b>	<b>New rides</b>	<b>% growth</b>
Accommodate growth	15,100,000	21%
Fare incentives	8,400,000	11%
Local arterials	1,900,000	3%
Express corridors	3,500,000	5%
Dedicated transitways	8,000,000	11%
<b>Total</b>	<b>36,900,000</b>	<b>51%</b>

# Transitways on dedicated ROW

## Tier I

- Northstar
- Northwest BRT
- Cedar BRT
- I-35W BRT
- Central

## Tier II

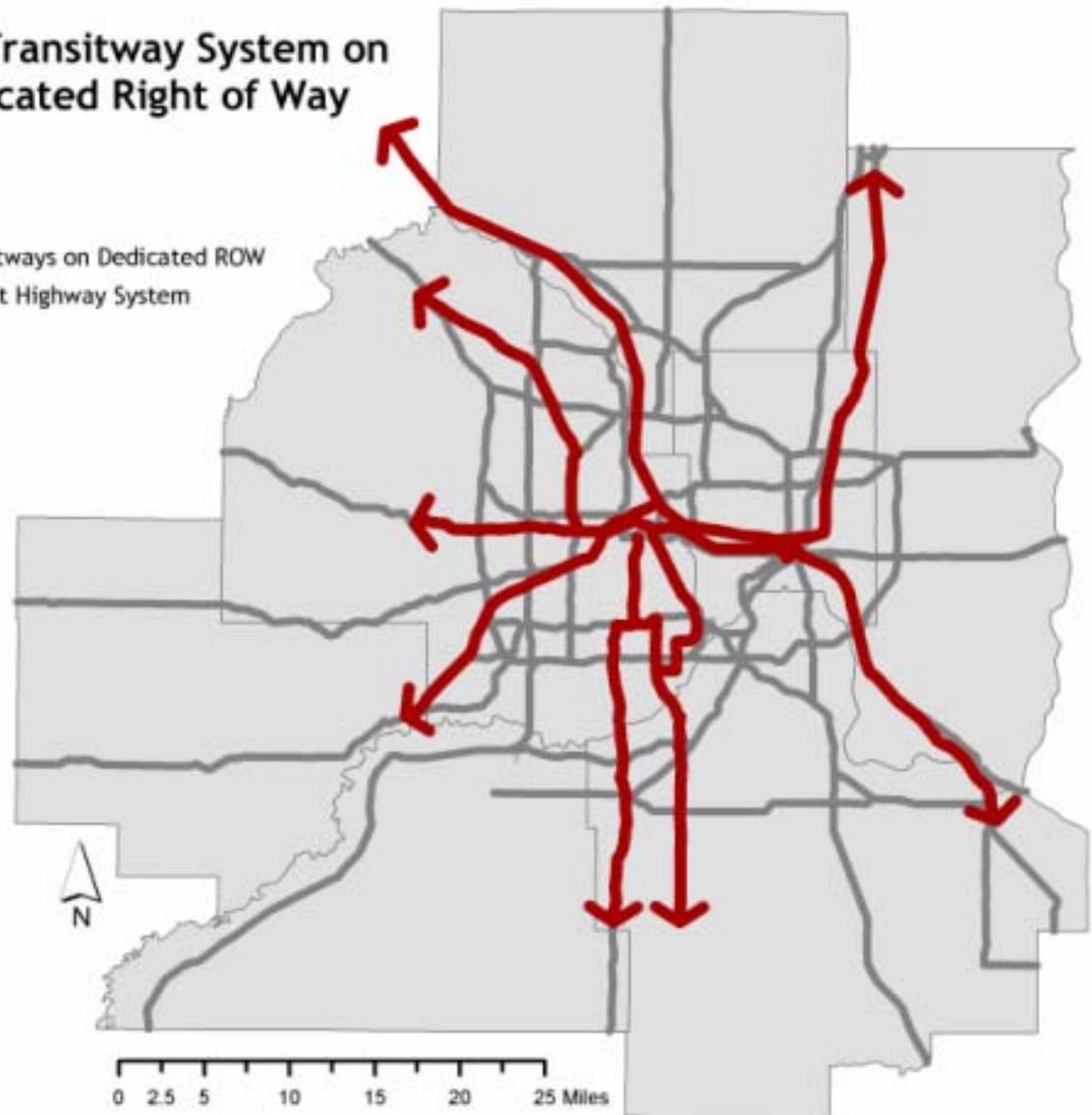
- Southwest
- Rush
- Red Rock

## Existing

- Hiawatha
- I-394

## 2030 Transitway System on Dedicated Right of Way

-  Transitways on Dedicated ROW
-  Current Highway System



# Express commuter bus system

I-94 West

I-94 N/Hwy 252/  
Hwy 10

I-94 N/Hwy 65

I-35W North

I-94 East

Hwy 36

Hwy 212

Hwy 169

Hwy 52

I-35E South

## 2030 Express Commuter Bus System

Express Commuter Bus System  
Current Highway System





# Cost of transit improvements



## Capital costs

- \$500 million to grow the bus system
- \$800 million to \$1.4 billion for transitways



## Operating costs

- An additional \$120 million per year by 2020





# Your chance to be heard

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- Fill out public comment card
  - Attend public hearing at 5 pm, September 27
  - Submit comments by mail, fax or e-mail
  - Deadline for comments: 5 pm, October 22



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# Transportation Policy Plan

Together, Shaping Our Future



# +30% scenario

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- ❑ 2030 expansion projects in constrained plan done by 2020
  - ❑ Expand entire I-494/694 beltway
  - ❑ Additional bottleneck and IRC investments
  - ❑ Expand/upgrade minor arterials
  - ❑ Replace critical fracture bridges
  - ❑ Upgrade some management corridors to expansion corridors



# Resource allocation for constrained plan

2009 - 2030 (in millions)

Preservation	102
Management	60
Expansion	92
Other allocations	30
Total	\$ 284 M
<b>22-year total</b>	<b>\$6,237 M</b>