

2018 Comprehensive Guide Plan Steering Committee

Wednesday, October 11, 2017

Minnehaha Room, Minnetonka City Hall

6:00 – 8:00 p.m.

Agenda:

6:00 – 6:15 Dinner

6:15 – 6:45 Transportation planning overview

6:45 – 8:00 Discussion about Minnetonka's transportation issues and goals

8:00 Adjourn

Steering Committee Roster

Steven	Adams
Colbert	Boyd
Matt	Henry
Melissa	Johnston
Brian	Kirk
Farhia	Mohamed
Jerry	Nystuen
Lance	Reschke
Zachary	Robins
Rebecca	Schack
Terry	Schneider (chair)
Tom	Scott
Madeline	Seveland
Barbara	Westmoreland
Brad	Wiersum (alternate)

Staff

Loren	Gordon (lead)
Julie	Wischnack



Memorandum

To: Comprehensive Guide Plan Steering Committee

From: Loren Gordon, AICP, City Planner

Date: October 11, 2017

Subject: Comprehensive Guide Plan meeting #5 – October 11, 2017

Our fifth steering committee meeting will focus on transportation. Transportation planning is commonly associated with the movement of passenger and freight vehicles on roadway systems. Although a backbone of any transportation system, roadways are only part of the metropolitan transportation system. For comprehensive planning purposes, the transportation plan must address roadways and trails, rail systems, other public transit systems like bus, light rail and airports.

Transportation related issues were a larger discussion topic through the Imagine Minnetonka process shown in the themes of connections and mobility. At our meeting, we will spend time discussing those interrelationships within the context of the transportation plan as well as other trends and influences.

Joining us will be the city's transportation consult team (SRF) who will provide an overview of the regional [2040 Transportation Policy Plan](#) (TPP) and our local transportation goals and policies from the [2030 comprehensive plan](#). The attached document overviews those regional transportation goals. Also included in that document are draft goal statements for the 2040 plan update. In the draft, the red text indicates items that were included in the 2030 plan. The black text represents new versions of items we see as applicable. The blue text represents proposed language to address those optional plan areas of resiliency.

Discussion

In preparation for a group exercise at our meeting, think about the following:

1. Which of the goal statements are most important to our community's transportation system? (Pick 3)

2. Are there other goals that should be developed to address transportation planning?

Looking Ahead

The steering committee has been engaged in foundational topic areas of the comprehensive plan since June. As identified in the schedule below, these topical meetings will continue through the winter. A draft plan is anticipated by summer of 2018.

- June 21, 2017 – Kick-off
- July 12, 2017 - Resiliency
- August 23, 2017 – Housing
- September 13, 2017 – Land Use
- October 11, 2017 - Transportation
- November 15, 2017 – Natural and Water Resources
- December 13, 2017 – Economic Development
- January 24, 2018 – Parks, Open Space and Trails
- February 21, 2018 - tbd
- March 21, 2018 - tbd
- April 18, 2018 – tbd

The extensive community engagement that occurred during the Imagine Minnetonka provided a wealth of information for use in the comprehensive plan. That process set the stage as to what are on the minds of residents and what their wishes for future Minnetonka would be. The comprehensive plan group is now at the stage of what staff refers to as the data gathering stage, where the city compiles data about different comprehensive plan elements and the city shares this information with the public in the Minnetonka Memo and on its website. The next stage is plan element drafting. The drafting stage is where more outreach will occur. The outreach will be needed to affirm the plan direction reflects community desires. When the plan is in detailed draft form, a more formal engagement process will follow to review language and any proposed land use changes (public meetings, formal hearings, etc.) It is anticipated the draft plan will incorporate a number of traditional and more innovative means, like those used in Imagine Minnetonka, to gather public input prior to formal public hearings at the planning commission and city council.

Summary of Regional Transportation Goals

Guidance for the development of the Transportation Plan is provided by the Metropolitan Council's 2040 Transportation Policy Plan (TPP). The Metropolitan Council's TPP includes six major themes that address regional transportation:

Transportation System Stewardship: Provide sustainable investments in the transportation system which are protected by strategically preserving, maintaining, and operating system assets.

Safety and Security: Ensure the regional transportation system is safe and secure for all users.

Access to Destinations: Allow people and businesses to prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Competitive Economy: Ensure the regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Healthy Environments: Confirm the regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Levering Transportation Investment to Guide Land Use: Leverage the region's transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Minnetonka Goals and Policies

To respond to the above themes as well as to serve economic activities and improve the quality of life within Minnetonka, the city has adopted transportation goals and policies. These were developed in concert with the overall comprehensive plan goals and policies and include:

Goal 1. Provide a safe, convenient, effective, and integrated transportation system.

- Policy 1.1** Treat all modes of transportation and related facilities as one integrated system to be coordinated and developed with other partners and stakeholders.
- Policy 1.3** Consider traffic control improvements where appropriate to accommodate roadway capacity and reduce delay.
- Policy 1.4** Collaborate with other agencies for local and regional transportation improvements and programs to lessen the impacts of congestion and provide the most effective transportation system for the city.
- Policy 1.5** Prioritize investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the principal arterial system.

Goal 2. Encourage appropriate "traffic calming" techniques within and near residential neighborhoods that are impacted by congestion and excessive traffic volumes and/or speeds.

- Policy 2.1** Consider traffic-calming measures to discourage through traffic on local streets.

- Policy 2.2 Encourage design of all local residential streets to prevent penetration by through traffic, and properly direct traffic to collector or arterial streets.
- Policy 2.3 Support regional roadway improvements to reduce local roadway traffic levels, which otherwise belong on the regional system.
- Policy 2.4 Manage the impact of new development upon the local transportation system and encourage the use of Transportation Demand Management (TDM) and other traffic management techniques.

Goal 3. Encourage, with other government agencies, the expansion of multimodal and transit services in the city to support resident and business transportation needs.

- Policy 3.1 Promote public transit that serves all residents and provides special transit services for commuters and diverse populations.
- Policy 3.2 Support regional transit initiatives such as Bus Rapid Transit (BRT), Light Rail Transit (LRT) and Commuter Rail.
- Policy 3.3 Promote telecommuting and flex scheduling to reduce traffic.
- Policy 3.4 Identify or develop additional park-and-ride lots throughout the city to encourage transit ridership.
- Policy 3.5 Utilize sound land use planning to promote multimodal travel alternatives to single-occupant vehicles, with a focus on strategic job, activity and industrial and manufacturing concentrations location on congested highway corridors served by the regional transit service.

Goal 4. Plan for trails and pedestrian ways as a transportation mode and provide a network of trails and pathway connections to schools, commercial areas, parks, activity centers, and access to transit services.

- Policy 4.1 Promote design best practices, especially in providing and improving facilities for bicyclists and pedestrians, who are the most vulnerable users of the transportation system
- Policy 4.2 Maintain safe road crossings in high traffic areas and promote safe pathways for pedestrians and bicyclists in parking lots and internal traffic circulation areas.
- Policy 4.3 Identify pedestrian/bike trails to connect with adjacent surrounding communities.
- Policy 4.4 Focus bicycle and trail connections on activity centers within the community and in neighboring communities.

Goal 5. Recognize the interrelationship of land use and transportation, and anticipate impacts of the location and intensity of planned land uses on the transportation system.

- Policy 5.1 Plan transportation facilities to function in a manner compatible with adjacent land uses.

Policy 5.2 **Require pedestrian connections between complementary land uses.**

Policy 5.3 Encourage compact and pedestrian-friendly mixed use developments that offer the type of retail and convenience services that will minimize peak hour traffic demand.

Policy 5.4 Implement land use policies that support future growth around transit stations and high-frequency service areas, and commit to development strategies that support successful transit in these areas.

Goal 6. Provide a transportation system that supports the economic vitality and prosperity of the city and the region.

Policy 6.1 Provide and protect efficient connections from major freight facilities to the regional highway system.

Policy 6.2 Identify and improve suitable truck routes while minimizing impacts; such as, noise and traffic to sensitive land uses.

Goal 7. Ensure the Minnetonka transportation system is resilient and built to accommodate changes in transportation infrastructure, safeguarding investments for many years to come.

Policy 7.1 Consider opportunities to improve the city's intelligent transportation system (ITS) infrastructure to be prepared to potentially support autonomous vehicles (AVs) and connected vehicles (CVs) in the future.

Policy 7.2 Mitigate impacts to the natural environment and cultural resources when planning, constructing and operating transportation systems.

Policy 7.3 Minimize the effect of air quality impacts on the natural environments with proposed transportation improvements.