



Champion Report

Theme Area: Transportation

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Goals/Strategies or Action Steps:	What NEW success have you had in moving your theme goals forward over the reporting period?
	<p>Not sure if you would call our theme's successes 'new', but Tad, through his daily work as Region 5 Regional Development Planner, has been working with various entities involved in the transportation area. It is difficult for Jarrett and Tim working in the private arena to be invited and make the same contacts Tad does with these various transportation-related agencies. Maybe you could say 'slow and steady' wins the race in Transportation. See the next section for some examples.</p>

How are you working with any of the other RR Theme areas?

As mentioned above, Tad has been coordinating with various transportation-related groups, efforts, and agencies. Following are only a few of the many examples of this.

- **Greater Minnesota Regional Parks and Trails Commission District Planning**
 - o This Commission is one of the results of the Legacy Amendment sales tax.
 - o Region Five falls into three GMRPTC districts.
 - o District meetings are being held to organize district planning committees.
 - o Purpose of committees is to gather and accept information about current and future parks and trails from within the district that have potential regional or statewide significance to be included in district wide system master plans.

- **New Scenic Byway Work**
 - o A Scenic Byway is a road that has archeological, cultural, historic, natural, recreational, and / or scenic intrinsic qualities.
 - o Two examples of Scenic Byways in this area are the Great River Road Scenic Byway (using existing streets

and highways that follow the course of the Mississippi River for 3,000 miles through 10 states) and the Paul Bunyan Scenic Byway (a series of Crow Wing and Cass County State Aid Highways from Pequot Lakes, Jenkins, and Pine River over to Crosslake and Manhattan Beach – and all points in between).

- The Scenic Byway standalone Federal funding was cut, and they are now competing with other project types for Federal funding.
- The RDC's have been asked to work with the Scenic Byways to update their Corridor Management Plans and create Corridor Investment Plans to assist the Scenic Byways in working through the new funding applications and solicitations.

- **Transit Discussion**

- Idea was to look at providing a fixed transit route from Staples to Brainerd.
- A past 2012 MnDOT Study already looked into this and found ridership was not great enough to support such a route.
- It appears the metrics have not changed sufficiently enough since then to make it viable, thus it is not being pursued at this time.

- **Walking / Biking**

- Working with various groups and programs involved in Active Transportation type modes.
- Safe Routes To School in several cities in various stages (planning, study, construction, implementation).
- Active Transportation policies and planning.
- A possible community wide walk audit for Brainerd.
- Staples Bike Rodeo, and working with communities to set up Traffic Safety 101 courses.

List any Goals or Recommendations within the plan that your team of theme Champions are struggling to address?

Our Theme's challenge is that we are not members of entities that perform transportation program or improvement implementation (like, for example, cities, counties, or MnDOT). Our biggest advantage is having Tad, through his role in Region 5, be involved with these entities so we can facilitate communication between different theme areas.

So, if your theme area needs some transportation component, please contact Tad. He has been good about touching base with Jarrett and Tim periodically, and he / we can help get you in touch with needed transportation agencies or resources.

Transportation

Transportation Issue I (TI)

Public transit: To improve public transit in the region, we need to answer the following questions: 1) How can regional public transit be a viable alternative to cars for commuters and for both the young and the elderly? 2) What opportunities are there for transit partnerships? 3) Where does it make sense to focus on public transit? and 4) In what ways might the private sector be involved as the need grows?

Transportation Issue I Goal

Transportation: The goals of our transportation system should be: 1) to get products to markets by focusing on rail and improving/maintaining our main roads; 2) to respect tighter public budgets by prioritizing which roads should be maintained and which ones should be abandoned; and 3) improving transit options to affordably get people to where the jobs are.

Recommendation T1

Public transit network: Establish a connected region-wide public transportation network.

Action Step T1A

Study and improve: Map existing public transit routes, increase county-wide service, and provide additional transit services for regional hubs. Identify current corridors with the most transit use and promote and plan transit oriented development along those corridors.

Action Step T1B

Role of business: Work with local businesses and industries to allow employees flexible start and end times. This could encourage using transit, biking, or other transportation alternatives for commuting.

Action Step T1C

Connect downtowns and colleges: Make stronger connections between downtown areas

and colleges (Staples – Central Lakes College and Brainerd - Central Lakes College).

Action Step T1D

Land use choices support transit: Provide vibrant corridors that include adequate and affordable housing, multiple transportation options, and easily accessible public green spaces.

Action Step T1E

Increase mobility options: Link mobility in transit planning by incorporating bike options, expanded bus routes and regional needs.

Action Step T1F

Rail transit: Extend Northstar commuter rail to Camp Ripley.

Recommendation T2

Rail and economic development: Consider additional rail spurs and light rail passenger trains as an economic tool that could link major economic centers in the region.

Transportation Issue II (TII)

Highways: How can our highway system and corridors serve the region's mobility, land use, and economic development needs in a safe manner while linking the other pieces of our transportation system?

Recommendation T3

Mobility and safety: Evaluate the current road system to ensure mobility and safety needs are met.

Action Step T3A

Regional plan: Develop a regional transportation plan at least to the County State Aid Highway (CSAH) level.

Action Step T3B

Complete connections: Look to connect and complete existing roadways to improve the mobility through the region.

Action Step T3C

Interregional corridors: Work to improve interregional highway corridors through the region.

Action Step T3D

Heavy haul corridors: Utilize heavy highway haul corridors (10 ton roadways) to transport larger loads (weights) for maximum efficiency.

Action Step T3E

Maintenance: Explore and use new roadway surface materials to reduce maintenance time and costs.

Action Step T3F

Abandonment: Consider roadway abandonment or lower classification for segments with low use as a cost-saving action.

Recommendation T4

Technology: Explore roadway technology and digital communication to ensure the movement of traffic.

Action Step T4A

Logistics: Assess the potential for state-of-the-art logistics technologies to improve the efficient transportation of goods and people.

Recommendation T5

Transportation impacts of development choices: Reduce the number of vehicle trips while building a transportation system to serve future population.

Action Step T5A

Local jobs: Provide incentive to keep jobs in region to make transportation easier.

Action Step T5B

Housing near jobs: Provide incentives for workers to live close to their jobs and employers to hire locally.

Action Step T5C

Plan transportation system: Rather than reacting to developer's plans, communities should first lay out future road locations that will promote adequate transportation corridors and resource protection, and will be financially affordable to maintain in the long term.

Transportation Issue III (TIII)

Alternative transportation: How do we implement “alternative transportation technologies” such as increasing broadband access throughout the region, which would increase the opportunities for telecommuting and provide an economic benefit for businesses, and promoting alternative-fuel vehicles, which are closer or further from reality, so they serve our region’s needs to provide efficiency, safety, cost savings, and economic development? (Broadband recommendations are included under the “Connectivity” theme.)

Recommendation T6

Alternative transportation: Increase opportunities for residents to choose alternative transportation to provide efficiency, increase safety and cost savings, support economic development, and reduce environmental impacts.

Action Step T6A

Invest in alternative transportation: Invest in alternative transportation opportunities that provide seven-day-a-week access to work and recreation. These might include ride sharing, rail, bus shuttles, dial-a-ride, non-motorized options, and affordable air travel.

Action Step T6B

Promotion and incentives: Promote the use of high miles-per-gallon (MPG) transportation vehicles. Provide incentives like less highway taxes, cheaper tabs, and sales tax reductions or deductions for high miles per gallon (MPT) transportation vehicles.

Action Step T6C

Safety and education: Promote safety and driver education especially to the senior population through outreach and workshops.

Recommendation T7

Funding: Collect tax on various items (e.g. cigarettes) to be spent on transportation needs.

Transportation Issue IV (TIV)

Walking and biking: Adopting and implementing Complete Streets to promote walking, biking, trail use as a transportation option while increasing health and wellness. Developing bike lanes and routes on existing roads where appropriate would encourage biking. Can the region build/invest in a walkable/bikable system that promotes and addresses health needs while acting as an economic development driver, all while enhancing our regional transportation system?

Recommendation T8

Plan for multiple modes: Plan multi-modal options (biking, walking, and autos) on projects where it makes sense.

Action Step T8A

Complete Streets: Incorporate Complete Street design where biking and walking populations support that cause.

Action Step T8B

Bike trails/lanes and support bike services: Leverage current efforts to promote bike trails/lanes. Provide more transportation amenities including bike racks in towns and on buses, bike rental services, bike lanes, and signage.

Recommendation T9

Reconstruction: When streets are reconstructed, connect areas with walking/biking trails for safe travel.

Recommendation T10

Coordinate with MnDOT plan: Tie regional transportation efforts to the Minnesota Department of Transportation Statewide Multimodal Transportation Plan 6 objectives and strategies: Accountability, Transparency and Communication; Transportation in Context; Critical Connections; Asset Management; Traveler Safety; and System Security.

Action Step T10A

Accountability, transparency and communication: Educate stakeholders on system-wide and project-specific transportation issues through workshops provided throughout the region.

Action Step T10B

Transportation context: Support the development of land use policies that minimize long-term costs by taking advantage of investments made in existing infrastructure through *IPlaces* scenario building software. Work together to improve accessibility and safety for everyone traveling on, along and across roads through promotion of "Complete Streets".

Action Step T10C

Critical connections: Continue the work to improve the connections between transit and rail services to provide greater transportation options for travel within and between cities.

Action Step T10D

Asset management: Prioritize maintaining and operation assets on identified priority networks through ATP and TAC.

Action Step T10E

Traveler safety: Develop and share critical safety information and support educational initiatives through our active transportation work and prioritize safety through active transportation grants. Implement strategic and sustainable engineering solutions to improve traveler safety through prioritization of STIP projects.

Action Step T10F

System security: Expand emergency communications infrastructure across the state through the county Hazard Mitigation plans.