



DAKOTA COUNTY 2030 TRANSPORTATION PLAN



Joe Morneau ♦ Dakota County Transit Office

Plan Principles

- Sustainability
- Connectedness
- Collaboration
- Economic Vitality
- Growing and Nurturing People

Trends & Background

- Population
 - 1990-2000: 29% growth
 - 2000-2010: 12.5% growth
 - 2010-2030: 15% growth per decade
- Miles Traveled
 - 2000-2010: 1.5% increase per year
 - 2010-2030: 2% increase per year
- Capacity
 - 2030: 109 centerline miles approaching or exceeding design capacity



Goal 1: Management of Limited Resources

- Needs: ~\$1.25 billion
- Funding: \$658 million; 53% of need
- Key policies on cost participation



Goal 3: Preservation of Existing System

- Highway surfaces
 - Bituminous
 - Gravel
- Bridges
- Safety/Operation
 - Signage/markings



Goal 4: System Management

- Access Management
- Classifications
- Intersections/Interchanges
- Right-of-way preservation

Goal 5: Replacement

- Bridges
- Gravel roads
 - Revamp or pave?
- Traffic Signals
 - Emerging issue



Goal 6: Improvement and Expansion

- Lane/Capacity Expansion
- New Alignments
- Interchanges



Transit

- Goal 2 – Transit and Integration of Modes
 - Dedicated primarily to transit
 - Previously a stand-alone plan
 - Non-auto modes; freight



Purposes

- Define strategies and policies for DC in developing transit service and infrastructure
- Frame Dakota County's role in regional transit governance
- Articulate planning and progress on DC transitway projects
- Inventory services and infrastructure
- Address major trends/opportunities affecting transit

Regional Governance

- Delineate roles of Dakota County, DCRRA
- Role and impact of local, state, federal agencies

Transitways

- Project descriptions & histories
- Development steps throughout plan period
- County & DCRRA funding commitments in CIP



Transit dependent populations

- Generally expected to increase in plan period
- Existing services not adequate needs of transit dependent
- Develop solutions
 - Stakeholder engagement
 - Service coordination
 - Service specialization

Mobility Management

- Identify unmet markets for transit service
- Implement targeted, scaled solutions
- Key strategies
 - Utilization of all available resources
 - Specialized 'one-stop' resource for directing residents to services

Travel Demand Management

- Lower cost methods for managing demand on transportation networks
 - Staggered work hours
 - Transit, carpooling incentives
 - Telework
 - ITS – Dynamic information
- I-35W – UPA

Technology Implementation

- Facilitate operations and improve rider convenience
 - Transit signal priority
 - Traveler information systems
 - Electronic fare media
 - Automatic vehicle location



Integration with Land Use

- Coordination with communities
 - Comprehensive plans
 - Development review
- Transit Oriented Development
- Complete Streets
 - Focus on accessibility of all modes
 - Enhances feasibility of transit



Upcoming

- Public comment period – through 12/2
- Public Hearing
 - 11/15 – 9AM
 - Administration Center - Hastings

QUESTIONS?

- joe.morneau@co.dakota.mn.us
- 952-891-7986