

Appendix G. Adopted Corridor Plans

From time to time, the Metropolitan Council participates with other agencies and jurisdictions in metropolitan highway corridor studies or transit capital facility studies. Land use, access issues, capacity, level of service, geometrics and safety concerns are typically studied for highway corridors. Transit capital facility studies attempt to determine the appropriate transit technology and service level requirements, given existing and future land uses within the corridor.

Recommendations for improvements are required to be incorporated into the local comprehensive plans of the participating cities, and are used by implementing agencies as improvements in the corridor are made. Likewise, the *Transportation Policy Plan* also incorporates recommendations of corridor studies adopted by the Council recommendations and will follow them in establishing priorities for regional highway and transit improvements.

The recommendations of the completed studies listed below are part of the existing *Transportation Policy Plan*. The Council is committed to supporting these recommendations and requires that the Minnesota Department of Transportation and local units of government implement the projects. Amendments to local comprehensive plans should be consistent with these recommendations. Detailed study reports are available for review in the Council offices.

A number of transit and highway corridor studies, including Inter-regional Corridor (IRC) management studies, are underway and also listed below. The specific recommendations of these studies will be included in the new plan assuming they have or will be adopted by the appropriate agencies and jurisdictions and incorporated into their comprehensive plans. The studies in process will be added when the studies are completed and the specific recommendations are adopted by the appropriate jurisdiction including the Council. It is possible that additional corridor studies will be initiated within the life of this policy plan.

Completed studies, recommendations being implemented:

TH 7: From TH 41 in Shorewood west to TH 15 in Hutchinson

I-35E: From I-694 in Vadnais Heights north to CR J in White Bear Township.

I-494: From I-394 in Minnetonka south and east to 34th Av. in Bloomington

TH 212: From I-494 in Eden Prairie southwest to the Cologne Bypass

TH 610: From TH 610 bridge west through Brooklyn Park and Maple Grove to I-94

CSAH 42 in Scott and Dakota County: Primarily an access study prepared, in part, to satisfy *Transportation Policy Plan* requirements that “agencies with jurisdiction over non-freeway principal arterials should have made significant progress in protecting these roads from unplanned access”. The study was accepted, with minor modifications, by all participating jurisdictions, except Burnsville, which continues to have issues with some of the

recommendations. The study concluded that CSAH 42 could continue to function as a principal arterial. Adopted by the Council in 1999.

TH 65: Traffic Operations Study. The Council reviewed the study in August 1999 and found the construction of an additional mixed-use through lane within the urban area to be consistent with regional policy, but *inconsistent* with regional policy for the section within the Permanent Rural Area (Ham Lake and East Bethel).

TH 242/CSAH 14(Main Street) Access Management Study: This study grew out of a need to address long-term transportation needs in central Anoka County. Key recommendations included: implementation of the access management strategies should be primarily opportunity based; access in the corridor should be managed in accordance with the proposed policies; agencies should identify and pursue regional funding for implementing critical access changes; agencies in the corridor should annually review and discuss access changes; additional work needs to be done to define: Jefferson Street; Roosevelt school access; a TH 65 interchange concept, and a future connection to I-35W. The county and MnDOT will develop an agreement to transfer jurisdiction of CSAH 14 to MnDOT. Adopted by the Council in 1999.

TH 52: MnDOT District 6 and the Metro Division conducted this study. The goal of the study is to develop a long-term access management plan that maintains an acceptable level of mobility, reduces the potential for accidents, supports orderly development in communities along the corridor and facilitates cooperation between agencies and jurisdictions. One of the goals of the study is to use it as a model for other interregional corridor studies around the state. Although the study was completed in the spring of 2000, the performance standard policies and final recommendation will be reviewed after the Interregional Corridor Policy Study is complete. At that time, Dakota County intends to submit it for Council Review.

Northstar Commuter Rail Corridor Advanced Corridor Plan: The Northstar Corridor is an 80-mile rail corridor, between downtown Minneapolis and St. Cloud. The line would directly connect with the Hiawatha LRT. For most of its length it runs parallel to TH 10. The planned commuter rail line would operate on the existing Burlington Northern Santa Fe (BNSF) Railroad main line and includes 12 stations and a maintenance facility. The Northstar Corridor development Authority (NCDA), a joint powers board, was formed in 1997 to develop the service. The NCDA is comprised of local elected officials from 3 counties, county regional rail authorities, cities and towns along the corridor. A commuter rail feasibility study and a major investment study (MIS) have been completed. Adopted by the Council in January 2001.