

Transportation Advisory Board of the Metropolitan Council of the Twin Cities

TO: Transportation Advisory Board

FROM: Kevin Roggenbuck, Transportation Coordinator

DATE: June 12, 2013

RE: Action Transmittal 2013-24 from the May 15, 2013 TAB meeting: Results of the electronic vote on the comments and recommendations from the Board on four topics issues in Thrive MSP 2040.

TAB motion at their May 15, 2013 meeting: Recommend that the Transportation Advisory Board direct the TAB Thrive Task Force to incorporate the points brought up in today's TAB meeting and revise the TAB comments and recommendations, to be reviewed and presented to TAB for an electronic vote.

Results: The comments provided by the TAB task force were revised per the discussion at the May 15 TAB meeting. An electronic vote was opened on May 31, 2013 and closed on June 7, 2013. The result of the electronic vote was 16 in favor and 2 against. **The motion to approve the comments failed to pass.** The TAB Bylaws require that to pass a business item through electronic vote, two-thirds majority of the currently appointed TAB members is required. The result of the electronic vote was forwarded to the Metropolitan Council's Thrive MSP 2040 project manager on June 12.

The TAB Bylaws state that an item voted on electronically will be on the Board's agenda the following month for information and any member who voted on the prevailing side may reconsider the motion. On May 24, 2013, Council staff informed the Board Chair that the timeline to receive TAB's comments on Thrive has been extended. Because the timeline has been extended, the Board Chair directed staff to put the item on the June 19, 2013 agenda for discussion.

Additional Comments: In addition to responding to the electronic vote, several Board members provided additional comments. Per the TAB Bylaws, these additional comments are provided below.

Comment #1:

The comments call for expanding bike-sharing and bicycle access to park-and-rides, and I would suggest adding a similar policy for transit stations. As you might know, Three Rivers is actively planning and developing our regional trail network to integrate with the SW LRT line to facilitate multi-modal transfers, and I think it would be good to call for similar planning region-wide.

Comment #2:

3. Land use and transit
Integrate land use decisions and transit investments:
Create incentives to support compatible land use decisions

Comment #3 (various edits):

Comments from the TAB Task Force on Thrive MSP 2040 four issues; Revised with comments from the TAB meeting of May 15, 2013
 Prepared by Libby Starling and Kevin Roggenbuck, May 31, 2013

Mission, outcomes, principles and goals

- General support for the words and perspectives described by the mission, outcomes, principles and goals.
- Suggested revising the fifth goal to include affordability. "A multi-modal transportation system safely, reliably ~~and~~ affordably ^{connecting} connects people and freight with destinations in the region and beyond." Clarify that affordability refers to the transit user, not the cost of running the transit service.
- Suggested using the words "highest and best use" to describe land use decisions rather than "best use". ^{regulating}
- The concept of ~~de-concentrating~~ ^{regulating} poverty needs to be part of the goals.

1. Regionally significant economic places

- Define potential growth areas in Thrive and/or the 2040 Transportation Policy Plan for the purpose of planning future transportation system needs.
- Show the comprehensive cost to the public of putting employment in the suburbs where land is ~~cheap~~ ^{less expensive} and the parking is ~~free~~ ^{typically free}.
- Consider regional incentives to encourage businesses to locate near existing infrastructure.

2. Water supply and a thriving region

- Water treatment is a regional system and there is a cost to the public when large employment centers are created in developing areas. (?)

3. Land use and transit

Common priorities for transit investment:

- No clear agreement on the question of transit system preservation vs. expansion. Given the region's limited resources and unmet needs, ~~but~~ ^{and} it's not an either/or question. The transit system needs to be preserved and ~~maintain~~ ^{maintain} existing transit options, ~~but~~ ^{and} developing counties may not support the transit system unless it is expanded. Thrive should continue to move more toward preservation and maintenance (not expansion) but with a focus on connecting road investments with transit investments.
- Prioritize transit investments based on return on investment and best utilization of transit resources (including which projects are likely to receive federal funding).
- Transportation investment polices do not seem to be aligned with other policies like livable communities.
- It would be helpful to know which types of transit facilities (bus, LRT, etc...) to prioritize. Be clear on what different types of transit accomplish.
- Set priorities in terms of destinations for transit.
- Focus transit investments in major corridors to provide reliable service to the suburbs because transit is at a competitive disadvantage where there is free parking.
- Create incentives that encourage people to use transit ~~and discourage people driving alone~~ ^{and}. People are already driving less; what can we do to continue to discourage solo or single-occupant driving.

needs to be retained.

In a constrained budgetary environment,

Integrate land use decisions and transit investments:

- Develop a safe and attractive transit system that everyone can and wants to use.
- Prioritize some corridors for regional transit investment and provide the level of frequency necessary to attract riders.
- Encourage (or direct) other transit corridors to follow Southwest's lead where communities are actively changing their land use to align with the LRT investment. *namely LRT.*
- Use transit investment decisions *as incentive* to compatible zoning and land use decisions.
- Promote suburban transit investments in areas where land use patterns are appropriate. *Provide*
- ~~transit to the places that have more potential for TOD~~ *should be prioritized for transit expansion.*
- Expand the frequency of transit service in places where residents are already transit users and the infrastructure is in place. Thicken the transit system by adding connections in all directions.

existing D. perspective

Adapt communities to transit, bicycling and walking:

- Improve biking and walking on urban streets – for example, adding sidewalks -- when the streets are reconstructed or repaired.
- Allow sidewalk proposals in the regional solicitation as a means of expanding the pedestrian network.
- Need better connectivity between cities on local street network – that is correcting the fragmentation in the local street network -- to make biking and walking easier.
- The Council should encourage more connectivity in parts of the region that are currently developing.
- Expand bike-sharing and bicycle access to park-and-rides, saving the need for parking spaces.
- Get better data on ~~how~~ bicycle and pedestrian travel. *patterns.*

4. Affordable housing priority, location and need

- ~~Do not concentrate poverty by building~~ affordable housing around the region. *expand*