

Minutes

TAB Technical Advisory Committee



Meeting Date: August 7, 2024

Time: 9:00 AM

Location: Virtual

Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Brian Isaacson, Ramsey Co
- Chad Ellos, Hennepin Co
- Craig Jenson, Scott Co
- Lyssa Leitner, Washington Co
- Andrew Witter, 7W

- Vacant, Metro Cities
- Charlie Howley, Chanhassen
- Robert Ellis, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Dan Ruiz, Brooklyn Park
- Chris Hartzell, Woodbury
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Reuben Collins, Saint Paul
- Molly McCartney, MnDOT

- Cole Hiniker, Council MTS
- Patrick Boylan, Council CD
- Elaine Koutsoukos, TAB
- Innocent Eyoh, MPCA
- Bridget Rief, MAC
- Matt Fyten, STA
- Adam Harrington, Metro Transit
- Shelly Meyer, Freight
- Colleen Eddy, DEED
- Vacant, MN DNR
- Kyle Sobota, Bicycle
- Mackenzie Turner Bargaen, Pedestrian
- Josh Pearson, FHWA (ex-officio)

= present

Call to Order

A quorum being present, Committee Chair Hager called the regular meeting of the TAB Technical Advisory Committee at 9:04 a.m.

Approval of Agenda

The agenda was approved with no changes. Therefore, no vote was needed.

Approval of Minutes

It was moved by MacPherson and seconded by McCartney to approve the [minutes](#) of the July 3, 2024, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the July 17, 2024, Transportation Advisory Board meeting.

Business – Committee Reports

Executive Committee (Jenifer Hager, Chair)

Chair Hager said that the TAC Executive Committee did not meet.

1. [2024-35: Streamlined TIP Amendment: MnDOT's University Avenue Improvements Project in Fridley and Blaine](#)

Joe Barbeau, MTS Planning, said that MnDOT requests an amendment to the 2024-2027 Transportation Improvement Program (TIP) to increase the cost and change the length of its MN 47 improvements project in Fridley and Blaine. This includes a slight cost increase. Originally, the project was scoped to construct minor safety improvements, like curb extensions or median refuge islands, at several locations along MN 47. Over the course of project development, MnDOT staff struggled to find space for these improvements without impacting existing bus shoulders and/or adversely impacting turning truck traffic. If implemented at these locations, safety improvements like curb extensions or median refuge islands would need to be a smaller size and would not provide the safety benefit intended by the HSIP project funding. Within the proposed project length of 3 miles, there is a more substantial focus on safety improvements at three intersections: Mississippi Street, 85th Avenue, and University Avenue NE. At Mississippi Street, free right turns will be removed to shorten pedestrian crossing distance. At 85th Avenue, free right turns and a northbound through lane will be removed. At University Avenue, a pedestrian crossing will be added with signals where no signal exists today.

Motion by Isaacson and seconded by MacPherson to recommend adoption of an amendment to the 2024-2027 Transportation Improvement Program (TIP) to adjust MnDOT's MN 47 (University Avenue) improvement project in Fridley and Blaine. **Motion carried.**

2. [2024-36: Streamlined TIP Amendment: MnDOT's Robert Street Video Analytics Pilot Project](#)

Barbeau said that TAC is requested to recommend adoption of an amendment to the 2024-2027 TIP to add MnDOT's MN 3 video analytics pilot project. The project will use video cameras to better understand the capabilities of the technology for observing and detecting pedestrians and bicyclists. Video will be recorded at up to 30 sites for 48 hours. Additionally, this project will fund analysis, a project management team, and final report creation.

McCartney said that MnDOT sometimes gets HSIP funding unused by the Department of Safety. The funding is connected to DUI repeat offender laws. Projects like this are not usually federally funded but this project is.

Motion by Oehme and seconded by Eyoh to recommend adoption of an amendment to the 2024-2027 TIP to add MnDOT's MN 3 (Robert Street) video analytics pilot project. **Motion carried.**

Planning Committee/TPP Technical Working Group (Gina Mitteco, Chair)

Gina Mitteco said that that the TAC Planning Committee did not meet in July.

Funding and Programming (Michael Thompson, Chair)

Hager said that the TAC Funding and Programming Committee did not meet in July.

Information

1. [Regional Safety Action Plan](#)

Heidi Schallberg, MTS Planning, introduced the consultant project director, Renae Kuehl, SRF. The rest of the consultant team members introduced themselves: Nicole Bitzan, SRF; Jessica Schoner, Safe Streets Research and Consulting; Alia Awwad, Alta Planning; and Tom Holmes, Zan Associates. Team members delivered the presentation.

Hager asked whether all streets were examined in determining the high-injury street networks and why city high-injury networks are not included with county and regional networks. Bitzan replied that all roadways were included and that going to the city level was not feasible. Schoner said that all non-freeway roads were explored and that freeways were not included because of their different operation. She said that the results will not identically match local lists.

Mayell asked whether the dashboard will be linked to the presentation on the agenda. Bitzan and Schallberg said that it will not be available until after the Technical Advisory Group meets.

Ellos asked whether priority 2, “proactive high-risk corridors,” uses all crashes as opposed to high-injury crashes. Awwad replied that all crashes are used but severity is weighted. She added that the crashes themselves are not the predominant factor in calculation the proactive component; the context of the roadways is considered.

Schallberg verbalized a comment that Schoner placed in the chat: In case it is not self-evident, the county scale lists are based on the county’s boundaries and not road ownership. So, each county’s list may include state, county, and local facilities.

Hiniker asked whether there is data about the residential location of people injured or killed in crashes. Schoner said that zip codes may be shown for drivers but not for people outside of vehicles. She said this is an important topic because severe crashes are inequitably distributed. Awwad said that origin/destination data has been used to establish a link. Holmes said that qualitative data is being incorporated. Hiniker said that he was curious about the impact between safety and user familiarity with roadways. Kuehl said that in a Williston, ND project, out-of-town drivers were prevalent in crashes. Schoner added that there is national research underway on “self-explaining” roads, which could fit in with the countermeasure toolbox. She added there is research on how quickly users adapt to changes, adding that these two topics could be used as proxies.

2. [TIP Public Comments](#)

Joe Barbeau, MTS Planning, provided a presentation summarizing the public comments collected for the 2025-2028 Transportation Improvement Program (TIP).

Other Business

None.

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Planning Analyst

Joseph.Barbeau@metc.state.mn.us

651-602-1705

