

TRANSPORTATION ADVISORY BOARD  
Metropolitan Council  
390 N. Robert St., St. Paul, Minnesota 55101-1805

Notes of a Meeting of the  
**TAC-PLANNING COMMITTEE**  
October 9, 2014

**MEMBERS PRESENT:** Holly Anderson, Michelle Beaulieu, Jack Byers, Lisa Freese, Jean Keely, Joe Lux, Elaine Koutsoukos, Michael Larson, Steve Mahowald, Kevin Roggenbuck, Amanda Smith, Mike Sobolewski, Ann Pung-Terwedo

**OTHERS PRESENT:** Russ Owen (Metro Council)

**1. Call to Order**

The meeting was called to order by Chair Lisa Freese.

**2. Adoption of the Agenda**

The agenda was modified to include a presentation on the Hennepin Co Bike Plan.

**3. Approval of the Minutes**

The notes of the July 10<sup>th</sup> meeting were approved as submitted.

**4. Information Items**

Bob Byers gave a review on the updated Hennepin County Draft 2040 Bicycle Transportation Plan. He commented that the public feedback showed a high recognition and appreciation of the existing bike improvements, a strong desire for facilities of high comfort and protection from conflicts, a desire for increased connections to neighborhoods and regional trails, and a desire to continue addressing bikeway gaps.

The Plan contains goals in five general areas: ridership, bikeway systems and facilities, safety & comfort, sustainability, and maintenance. By 2040, Hennepin County and the Three Rivers Park District are to strive to quadruple the number of bicycle commuters, halve the bicycle crashes per capita, increase the ratio of men to women commuters to half, complete an average of 20 miles of the bikeway system each year, and have a bikeway within ½ mile of 90 percent of homes in Hennepin County. Bob completed his presentation by discussing the next steps in implementing the Plan.

**5. Action Items**

- **Action Transmittal 2014-67 - Functional Classification in the City of Champlin**

The committee reviewed and discussed a request by Hennepin County and the City of Champlin to reclassify **Hayden Lake Road** from West River Rd to TH169 from a 'Local' to an '**A-Minor Reliever**'. Concurrently, the committee considered the reclassification of **West River Road** from Hayden Lake Rd to TH169 from an 'A-Minor Reliever' to a '**Local**'. This effort was part of a jurisdictional change between Hennepin Co and Champlin, which was motivated by a desire of Hennepin Co to better interconnect the county roadway system with CSAH 121 west of TH169.

**A motion was made and seconded to approve the functional classification change requests for these two roadways as submitted. Motion carried.**

- **Action Transmittal 2014-71 - Functional Classification – Ramsey County**

*Please note that the action transmittal number was changed from 70 to 71 to correct an earlier internal error.* Ramsey County submitted a request to reclassify several roadways around the former Twin Cities Army Ammunition Plant property to reflect a planned change to the county's transportation system. The two roadways involved include: 1) **Proposed Rice Creek Commons Spine Road** from CSAH 96 to I-35W. The request is to classify this roadway as an '**A-Minor Expander**'. 2) **Highway Avenue**, from TH10 to the east I-35W ramp. The county requested that this facility be reclassified from a B-Minor Arterial to an '**A-Minor Expander**'.

**A motion was made and seconded to approve these changes as submitted. Motion carried.**

- **Action Transmittal 2014-68 - South St. Paul Airport Comp Plan Update**

This action item was presented by Council staff Russ Owen, who remarked that one of the responsibilities of TAC-Planning was the review of all airport comprehensive plans. Russ commented that the last comp plan for this airport was reviewed and approved in 1973. The City of South St. Paul recently completed the 2014 Long-Term Comp Plan update and selected a preferred development alternative, which is presented for the committee's review.

The airport has about 62,000 operations per year, which is expected to grow to around 87,000 over the next 20 years. The updated plan development alternative included extending the runway to 4,300 feet, which is shorter than the FAA advisory circular. The shorter runway is acceptable and has less of an impact on the surrounding area. Funding for this will come from MnDOT and 'local'.

**A motion was made and seconded to approve the preferred development alternative. Motion carried.**

## **6. Other Business**

There being no further business, the meeting was adjourned at 2:05 PM.

Bob Paddock, Secretary