TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
PLANNING COMMITTEE
Thursday, January 25, 2018
1:00 PM – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

1) Call to Order

2) Adoption of Agenda

3) Approval of the Minutes from the Jan 11 2017 Meeting

4) Action Items

    1. 2018-16 Airlake LTCP (Russ Owen)

5) Info Items

    1. Info: TPP Update- Discussion / Comments

        (Please bring your own hard copies of chapters if needed for reference)

        1. Ch 7 Bicycle and Pedestrian Investment Direction (Steve Elmer / Heidi Schallberg)
        2. Ch 8 Freight Investment Direction (Steve Elmer)
        3. Ch 9 Aviation Investment Direction and Plan (Russ Owen)
        4. Ch 11 Work Program (Katie White)
        5. Ch 12 Congestion Management Process (Dave Burns)
        6. Appendix G Transit Design & Performance Standards (Cole Hiniker)
        7. Appendices H-L Aviation (Russ Owen)

6) Other Business

7) Adjournment

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

Notes of a Meeting of the
TAC-PLANNING COMMITTEE
Jan 11th, 2018

MEMBERS PRESENT: Charlie Cochrane, Paul Czech, Bill Dermody, Innocent Eyoh, Jack Forslund, Nate Hood, Elaine Koutsoukos, Jan Lucke, Steve Mahowald, Kevin Roggenbuck, Angie Stenson, Katie White, Rachel Wiken.

OTHERS PRESENT: Dave Burns, Tony Fischer, Daniel Pena, Aaron Barton, Amy Vennewitz, Steve Elmer, Mark Filipi, Michelle Fure, Russ Owen, Steve Peterson, Connie Kozlak, Nick Thompson, Carl Ohrn.

1. Call to Order

The Meeting was called to order by Chair Jan Lucke.

2. Adoption of the Agenda

3. Approval of the Minutes from the Dec 2017 meetings

5. Info Items

1. **Info – TPP update – Presentation of the Freight Red-lined Chapter – (Steve Elmer)**
   Steve Elmer presented a memo highlighting the changes to the freight chapter.
   https://metrocouncil.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2018/TAC-Planning-1-11-18/Freight-chptr-cover-memo_01-11-2017.aspx

2. **Info: TPP Discussion**
   As part of the ongoing presentation of the TPP development to TAC Planning, Chapters 1-6 were discussed at this meeting. These chapters had been presented earlier. Draft versions of these chapters were sent to the committee on Dec 22nd for review. Modal / Chapter leads joined the committee at the table for a discussion of changes. Committee provided input on changes and suggestions for additions.

   a. **Ch 1 Strategic Vision for Planning – Cole Hiniker**
      This is a new chapter. Not red lined. Hiniker discussed again the need for the chapter and the purpose.
   b. **Ch 2 Strategies – Amy Vennewitz**
      Building on Chapter 1, Chapter 2 is a rewrite of the Strategies chapter from last version of the plan. This chapter is organized by goal.
      Chair Lucke asked if the strategies factored in fiscal constraints. Vennewitz clarified that they were best practice and not constrained.
      Chair Lucke also asked where the outcomes of these goals were discussed. Vennewitz discussed the Transportation System Performance Evaluation (TSPE),

a standalone document produced before the TPP that provides details on the existing system.

c. **Ch 3 Land Use and Local Planning – Cole Hiniker**

d. **Ch 4 Transportation Finance – Amy Vennewitz**

Vennewitz reviewed the Finance chapter. Current revenue scenario includes no money for bus system. Bill Dermody suggested the chapter should include more discussion of risk and uncertainty. Chair Lucke asked for clarification on language about Ramsey County sales tax money for Riverview project

e. **Ch 5 Highway Investment Direction and Plan – Steve Peterson**

Steve Peterson highlighted a few changes since the chapter was presented to the committee last, including a new map of age of roadway and more county projects included. More identifying features were requested on the maps to make project identification easier.

f. **Ch 6 Transit Investment Direction and Plan – Cole Hiniker**

Daniel Pena, transit planner, joined Hiniker to present the chapter. Charlie Cochrane highlighted some concerns from his agency that had been submitted. He also asked Aaron Barton from MVTA to speak briefly in the audience. Barton spoke to the letter submitted previously by his agency and asked that the chapter use language more inclusive of all providers in the region.

5. Other Business

New Chair Jan Lucke expressed concern with scheduling conflicts. She asked staff to send out doodle poll with option of finding a different time, likely in the AM, to hold the TAC Planning meetings.

6. Adjournment

Adjourn at 3:10

ACTION TRANSMITTAL – 2018-16

DATE:	January 25, 2018
TO:	Technical Advisory Committee – Planning
PREPARED BY:	Russ Owen, Aviation Senior Planner, MTS, 602-1724
	Amy Vennewitz, Dep. Director of Finance and Planning, 602-1058
SUBJECT:	Final Draft Airlake Airport 2035 Long Term Comprehensive Plan (LTCP) Review
REQUESTED ACTION:	State statute requires the MAC to submit a determination of conformance of the Final Draft Airlake Airport 2035 Long Term Comprehensive Plan with Council systems and consistency with Council policy.
RECOMMENDED MOTION:	That TAC Planning recommend to TAC that the Final Draft Airlake Airport 2035 LTCP has a multi-city impact as well as conforms to the Council systems and is consistent with Council policies.

BACKGROUND AND PURPOSE OF ACTION: Under MS 473.165 and MS 473.611 the Council reviews the individual Long Term Comprehensive Plan (LTCP) for each airport owned and operated by the Metropolitan Airports Commission (MAC). The Airlake Airport 2035 LTCP replaces the 2008 plan and moves the planning horizon to 2035. The MAC has adopted a preferred development alternative for the Airlake Airport that retains its system role as a Minor general aviation facility, which is consistent with the Transportation Policy Plan. The majority of Airlake Airport currently lies outside the city limits on Lakeville, with a small exception of an area around the fixed base operator. In order for MAC tenants to receive municipal utilities for sanitary sewer and water, MAC will need to have the city of Lakeville annex property of enter into a Joint Powers Agreement for the extension of utilities beyond the city border. The LTCP states that the MAC has begun the process to have Lakeville annex the property.

RELATIONSHIP TO REGIONAL POLICY: Under the aviation planning process and TPP policy, airport LTCP's are to be periodically updated. MAC plans are to be consistent with all components of the metropolitan development guide. LTCP's are used as a basic input to the Council's update of the regional aviation system plan and in reviewing community comprehensive plans.

STAFF ANALYSIS: The Airlake Airport is located in Dakota County, approximately 17 miles south of MSP, 20 miles south of the City of Minneapolis, and 25 miles southwest of the City of St. Paul. The Airlake Airport is located primarily in Eureka

Township, and a small portion of the airport lies within the municipal boundary of the City of Lakeville. (Attachment 1).

The Airlake Airport is classified as a Minor Airport in the regional aviation system. The airport's primary role in the airport system is to attract general aviation traffic away from Minneapolis-St. Paul International Airport (MSP) to relieve congestion, which helps reduce operating costs and promotes sustainability. Airlake Airport accommodates personal, recreational and some business aviation users within Dakota County and the southern portion of the metropolitan area. The plan states that the airport will continue its current role in the system, and the aircraft type that the plan is designed for is not changing. There is currently one runway at Airlake Airport. The previous LTCP recommended that MAC extend the airport's one-runway from an existing 4,099 feet to 5,000 feet. This LTCP focuses on solutions for accommodating business aircraft needs, by maximizing the airfield's operational capabilities, as well as maintaining and improving Runway Protection Zone land use compatibilities. The primary runway (12/30) is 4,099 feet long. Based on FAA guidance, along with airplane operational manuals, the recommend primary runway length should be 4,800-5,400 feet. However, due to Minnesota Stautue 473.641 subdivision 4, it prohibits MAC from extending runway lengths at its minor airports beyond 5,000 feet, without prior legislative authorization. The FAA has published a memo with guidelines for RPZ compliance since the last LTCP was adopted. Because of these new guidelines, the MAC has taken a fresh approach at options to provide operational enhancements at the airport.

The 2035 LTCP Preferred Alternative Summary (Attachment 2)

- Items included in the draft 2035 LTCP Preferred Alternative
    - Displace Runway 12 threshold to provide airspace clearance over railroad tracks (RPZ compliance)
    - Extend Runway 12/30 with declared distances to maximize overall airfield utility (technical changes to the airfield)
    - Expand fixed base operator (FBO) apron
    - Reconfigure the taxiways

Advantages of the preferred alternative include:

- Primary Runway 12/30 is extended to 4,850' consistent with FAA runway length guidelines
- Does not impact the existing ILS (Instrument Landing System) approach procedure.
- Modify some taxiway configurations
- Apron expansion and possibly developing the South Building Area and access roadway
- No Relocation of Cedar Ave., Highview Ave. or railroad track.
- Current Minor Airport classification does not change

Disadvantages of this preferred alternative include:

- Runway extensions move departing aircraft closer to the airport boundary, possibly increasing ground noise for those closest to the ground.
- MAC will need to educate pilots about runway takeoff and landing distance, complexity for pilots.
- Increases operational impacts during construction.
- Increases existing pavement maintenance burden by adding taxiway extensions.

The preferred alternative is responsive to the most prominent stakeholder concerns while still meeting the stated planning goals to: 1) better accommodate business aircraft needs by maximizing the airfield's operational capabilities and property footprint; 2) maintain or improve RPZ land use compatibility; and 3) mitigate existing issues with airspace penetrations, such as trees and buildings, .

MAC has also begun the annexation process, so the airport will be within the city of Lakeville. This will also give the surrounding communities assurance of the airport's future footprint for comprehensive community planning. MAC staff will continue discussions with the city of Lakeville about offering municipal utilities to tenants on the airfield.

COMMITTEE COMMENTS AND ACTION:

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Determine	

Figure ES-1: Existing Airport Layout

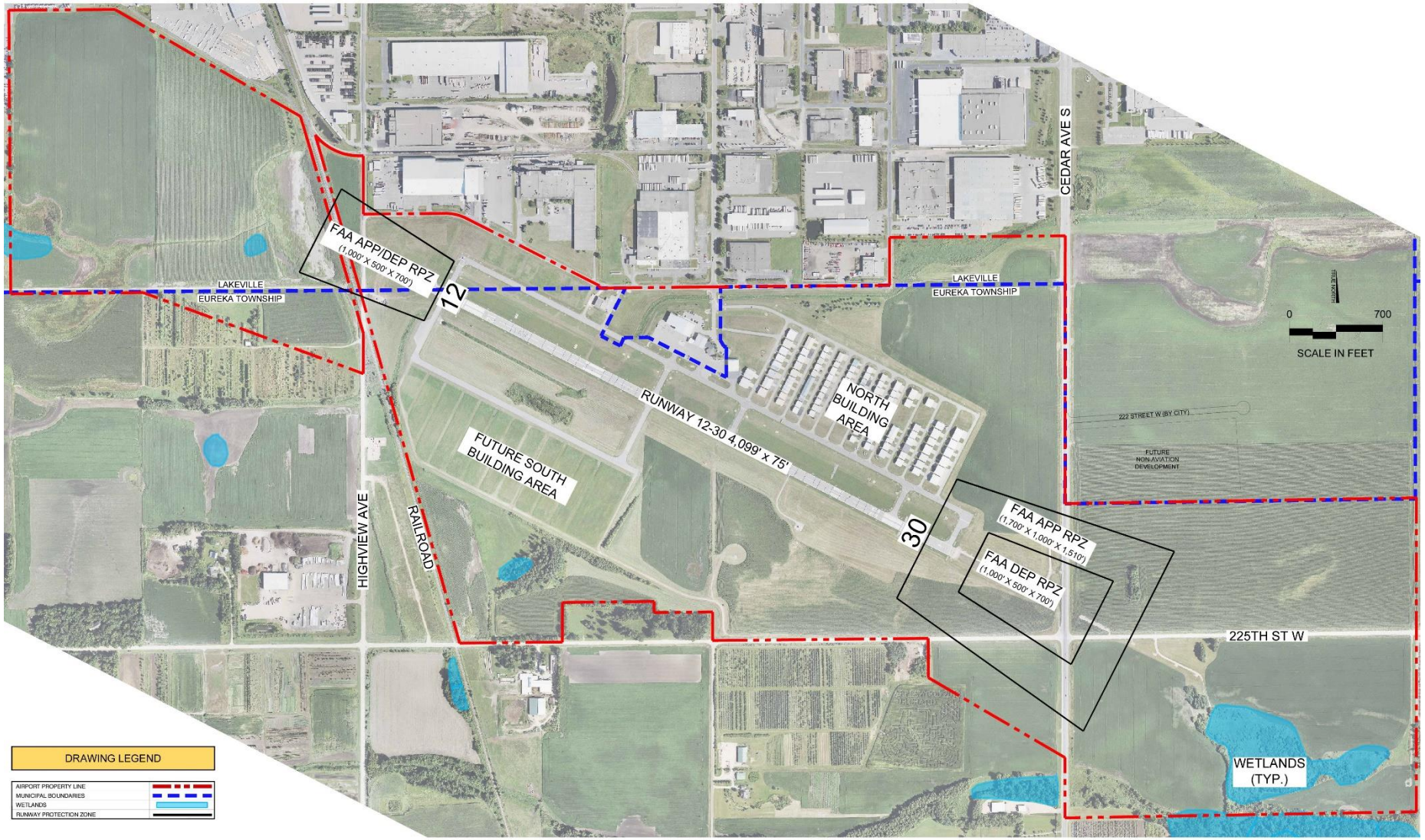
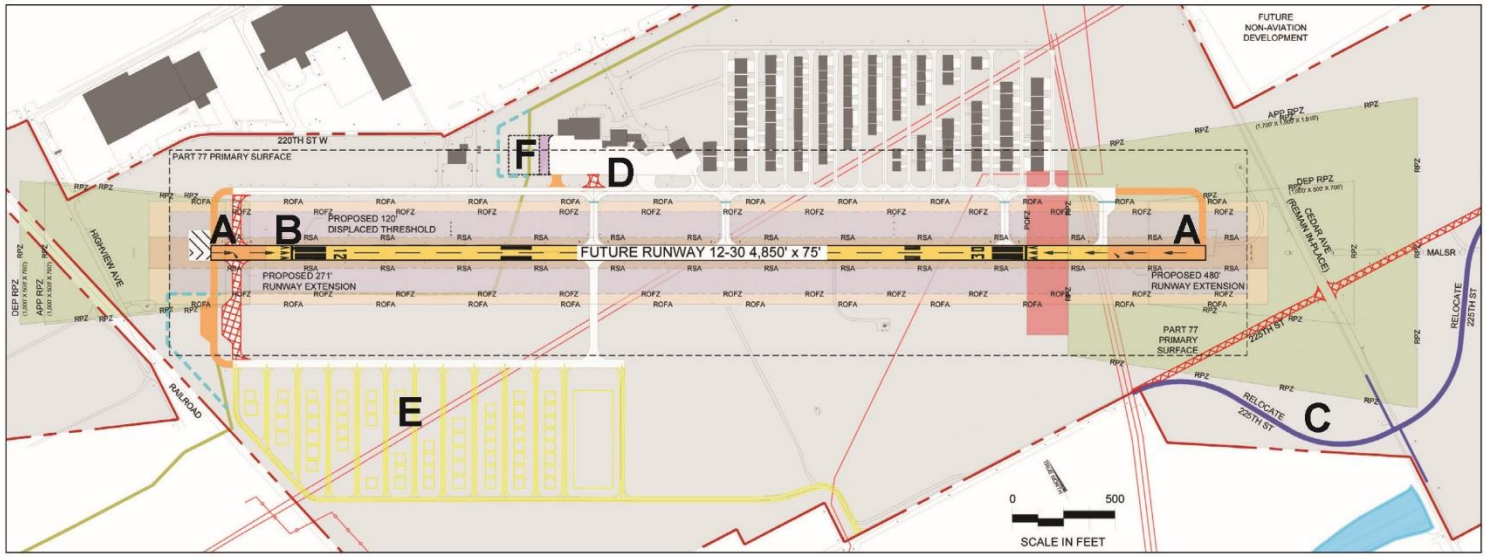


Figure ES-5: 2035 LTCP Preferred Development Alternative



DRAWING LEGEND

RUNWAY PAVEMENT		TAXIWAY / APRON PAVEMENT		WETLANDS		RUNWAY SAFETY AREA	RSA
FUTURE AIRFIELD GEOMETRY		OTHER PAVEMENT IN USE		GAS PIPELINES		RUNWAY PROTECTION ZONE	RPZ
FUTURE APRON EXPANSION (PHASE I)		AIRPORT PROPERTY LINE		EXISTING TROUT STREAM ALIGNMENT		RUNWAY OBJECT FREE AREA	ROFA
FUTURE APRON EXPANSION (PHASE II)		BUILDING - EXISTING		PROPOSED TROUT STREAM RELOCATION		RUNWAY OBSTACLE FREE ZONE	OFZ
FUTURE SOUTH BUILDING AREA		FUTURE ROAD RELOCATION		REMOVAL		PRECISION OBSTACLE FREE ZONE	POFZ

WHAT AIRPORT IMPROVEMENTS ARE PROPOSED IN THE PLAN?

The following improvements are recommended and are illustrated on the map.

A. Extend both runway ends for a runway length of 4,850 feet (including connector taxiway extensions and rehabilitating the existing runway pavement)

B. Displace Runway 12 end for additional airspace clearance over railroad track

C. Relocate 225th Street to accommodate runway changes

D. Modify some taxiway configurations

E. Develop the South Building Area and access roadway

F. Expand the aircraft parking apron

TPP Bicycle-Pedestrian Chapter Additions (01-19-2018)

Bicycle Sharing System

Nice Ride Minnesota is a non-profit organization that has been operating a public bike-sharing system ~~that has been in operation~~ in the Twin Cities since 2010. The system was designed to complement the transit system and to provide convenient and affordable transportation by enabling short bicycle connections between activity centers. Beginning operations with about 700 bikes and 65 fixed parking module stations, the system grew to more than 1,800 bikes at 200 stations by 2017. In 2016 the system served more than 430,000 shared bicycle trips during the traditional April through November biking season.

Transition to a Dockless Bicycle System

As has been recently implemented in cities such as Seattle, San Francisco and Aurora, Colorado, Nice Ride Minnesota has proposed transitioning to a "dockless" bicycle sharing model. The proposal would gradually phase out the fixed-bicycle share stations, and replace them with new dockless bicycles that can be locked and parked anywhere and accessed via smart phone apps. These new bikes and sharing system are proposed to be managed by a private partner to increase the convenience, cost and accessibility to many more potential bicyclists. The expectation is that the number of shared bicycles in circulation could increase by more than five times, to 10,000 bikes or more in a just a few years. With the increased convenience and affordability the new system would offer, there may also be a downside in the added conflicts that could ensue from the vast number of bikes and currently limited designated bike parking areas in the core and surrounding cities. In order to manage these possible unintended impacts, local land use regulations will need to address this new bicycle sharing technology.

Protected Bikeways

Protected bikeways are on-street or off-road bicycle facilities that are physically separated from lanes of moving traffic. Formerly known as "cycle tracks" for on or adjacent-street applications, protected bikeways are typically designed to be separated from general traffic lanes with vertical elements such as plastic or concrete bollards, or an elevated curb. These urban street treatments are intended to make bicycling as safe as possible for the widest range of cyclist age and ability.

The planning, programming and construction of protected bikeways is an emerging trend in the core cities of Minneapolis and Saint Paul, and other cities and counties are beginning to follow suit. Minneapolis adopted a Protected Bikeways Plan in 2015 that called for the construction of more than 30 miles of new, protected bikeways by 2020. As of late 2017 about 10 (?) miles of protected bikeways had been constructed and opened for daily use within Minneapolis. The City of Saint Paul completed the first leg of its downtown Capital City Bikeway in 2017; the City's bike plan calls for this network to be expanded to four miles to ultimately create a full downtown protected loop with connections to incoming state and regional trails. Other local agencies like the City of Edina, and Hennepin and Ramsey Counties, along with several others,

have adopted bicycle plans that include some form of an enhanced bicycle network (including protected bikeways) and/or policies for "complete streets" road design and active transportation principles.

Growth in Purchase and ~~Operation~~ Use of E-Bicycles

E-Bicycles, or electric bikes, are an emerging trend in the Twin Cities bicycle market and are beginning to be seen on local streets and trails with some regularity. While not as universally popular as in China (where 9 out of 10 e-bikes in use around the world reside), nor as big of an expansion "boom" market as the Netherlands has experienced (up to 20% of all bike sales in recent years), there is an expectation in the U.S. that it is only a matter of time before e-bikes catch on as a highly-regarded option for commuting, off-road adventure cycling or bicycle touring. Already popular among retiring baby boomers who just want an occasional power assist in the pedaling stroke to climb hills or navigate more efficiently alongside vehicles, the newest trends in e-bike design features are targeted for the daily commutes of younger generations. While up-front cost remains relatively high ($1,600 to $4,000 and up) the operational costs compared to those of typical auto ownership are low enough that e-bikes tend to pay for themselves within their useful lives. As average prices decline over time, the clean energy benefits of e-bikes will attract the carbon-footprint consciences of millennials and younger generations. In addition, as advancing smart vehicle technologies are incorporated into e-bike designs and options, bicycling via e-bike can be made safer (thru advance obstacle or oncoming vehicle warnings) and more convenient (from options like a "no sweat mode" that can apply power assist in response to a cyclist's heart rate). All of these factors point to growing numbers of cyclists who may opt for e-bikes over conventional bicycles.

What e-bikes will ultimately mean for regional and local bicycle planning remains to be seen, but there are a few potential changes, to who and how one bikes in the future, that can be surmised:

- Upper age limits for healthful biking will be extended
- Average commute or bicycle trip distance will increase due to higher average speeds with less energy expended
- More demand for on-street bicycle facilities may result due to higher levels of confidence and safety from more people having the means to maintain bike speeds closer to average vehicle speeds
- Daily bicycle routes become more direct, especially in hilly areas, now that most anyone can ride with ease over long, steep hills
- Greater need to manage/enforce speed limits of off-road trails and/or need to legislate greater separation of bikes and pedestrians

Winter Cycling is a "Thing"

As one of the coldest metro areas in North America, the Twin Cities has been referred to as the "nerve center" of winter biking in the United States. While detailed statistics have not yet been compiled for the region, there are other notable indications that winter cycling is alive and thriving in the Twin Cities. Spurred by the local innovation of the fat tire bike circa 2005, and subsequent locally-developed winter-specific bicycle gear, parts and cold-weather apparel, a vital urban cycling culture has emerged. This was most evident from Minneapolis and Saint Paul's selection to host the 4th Annual International Winter Cycling Congress held in February 2016. This event drew more than 300 city planners, engineers, and bicycle advocates and enthusiasts from around the world including nations such as Finland, Sweden, and the Netherlands. In addition, local events have been springing up in recent years that celebrate the thrill of winter cycling, such as the Winter Bike Expo, Fatbike Frozen 40, and Fat Tire Loppet, which draw several hundred winter biking enthusiasts from casual riders to everyday commuters and hard-core competitors. With increasing numbers of winter cyclists who will continue to rely on well-maintained bicycle facilities for transportation throughout the year, it will be imperative for all road authorities to provide timely snow and ice removal along the most depended on winter bikeways.

Regional Bicycle Transportation Network Implementation Status

As this is the second Transportation Policy Plan to include the RBTN as the established regional network, it is appropriate to begin to monitor progress on its implementation. This performance measure may be adjusted over time, but for this TPP edition, Table X shows the centerline miles of existing and planned RBTN alignments and corridors.

Table X. RBTN Implementation Status (to be updated)

RBTN Category	On-Street	Off-Street	Unknown	Total
RBTN Alignments (miles)	-	-	-	1040
Existing bikeways	248	625	37	910
Planned bikeways	?	?	?	?
RBTN Corridors (planned)	—	—	413	413
Total RBTN centerline miles	?	?	413	1453

Pedestrian Safety

Pedestrians are the most vulnerable travelers on our transportation network and they include many different types of people: children walking to school, people with different disabilities that may require them to roll in a wheelchair or use another mobility device or use a cane or a guide dog, older people, among many others. Planning for safe accommodations throughout the year should be routine. Tools like Pedsafe can help select appropriate infrastructure treatments for people on foot or using mobility devices. The Federal Highway Administration has also identified four pedestrian-related proven safety countermeasures: medians and pedestrian crossing islands in urban and suburban locations, road diets, leading pedestrian intervals, and pedestrian hybrid beacons. Conducting a road safety audit with a pedestrian focus can help agencies identify issues and potential solutions.

FHWA Proven Safety Countermeasures:
https://safety.fhwa.dot.gov/ped_bike/

Tools including Pedsafe:
https://safety.fhwa.dot.gov/ped_bike/tools_solve/