

Minutes of the REGULAR MEETING OF THE TAC PLANNING COMMITTEE

Thursday, January 9, 2019

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

Committee Members Present: Nathan Abney, Holly Anderson, Dave Burns, Charlie Cochrane, Paul Czech, Bill Dermody, Jack Forslund, Jason Gottfried, Anne Kane, Elaine Koutsoukos, Michael Larson, Jan Lucke, Steve Mahowald, Paul Mogush, Mehjabeen Rahman, Angie Stenson

CALL TO ORDER

A quorum being present, Committee Chair Lucke called the regular meeting of the TAC Planning Committee to order.

APPROVAL OF AGENDA AND MINUTES

The agenda was adopted. The December 2019 minutes were approved without correction.

INFORMATION ITEMS

1. Review of Transportation Policy Plan (TPP) Overview and Chapter 1

Amy Vennewitz presented this item. At the December meeting, she outlined the schedule for the next TPP update, which will lengthen the current plan by a year. Changes will focus on what has changed since the 2018 plan adoption. A main area of focus is identifying issues and topics that need additional study in preparation for the 2050 plan update in 2024.

<https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-01-09-20/TPPOverview-Presentation.aspx>

Committee member discussion included the following points for consideration:

- How to address gaps between jurisdictions that affect pedestrian travel
- Congestion can create problems with reliability and accessibility, but it's not always a problem in central cities where there is a lot of activity. Congestion should be part of a larger picture and provide a clearer description of how congestion affects prosperity and why it's a problem. Addressing congestion can conflict with other goals such as reducing vehicle miles traveled.
- For the majority of the region, the highway system is well-developed, as described on slide 6, but acknowledge that in the outer parts of the region, the system is still developing.
- Improving vehicle technology with electrification is important for reducing emissions, but don't understand the need for significant behavior change in reducing vehicle trips to become a reality.
- Land use can be used to leverage transit investments as well, not just the other way around as stated in the TPP (leverage transportation investments to guide land use). A transit system can't be efficient with supportive land use patterns, while in other situations without transit (such as the Gold Line) the needed planning and investments may not happen to create supportive land uses. This goal depends on the situation and could be tweaked.
- "Mobility" seems to be used in more of a highway context here; it can be used to mean different things for transit, biking, and walking. The meaning depends on the context. This is something to discuss more for the larger 2050 update.

2. Review of TPP Work Program

Amy Vennewitz presented this item with the draft updated chapter.

<https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-01-09-20/DRAFT-Updated-Work-Program.aspx>

Vennewitz asked for thoughts on work that should be done related to connected and autonomous vehicles. Committee discussion included the point that we should be ahead of technology and restate our values and what we hope the technology will do rather than just responding to the technology. White Bear Lake will be hosting a demonstration autonomous vehicle project to connect with a senior center in the community. With regards to the Downtown Transit Capacity and Transit Advantages Analysis in the work program, there is energy behind downtown transit in St. Paul, which hosted a NACTO charette recently, and the city may increase work on downtown planning and transit. Metro Transit is working with Minneapolis on how the speed and reliability of transit service is improved in its downtown, where some corridors have over half the people moved on 4% of vehicles by using transit. In relation to some of the pedestrian work, Dakota County is looking at pedestrian safety in school areas, and MnDOT is hiring a planner with an ADA focus, so the work program relates to some of the work other partners are doing in this area.

3. Public Comments Received on the Draft Public Transit and Human Services Coordinated Plan

Heidi Schallberg presented this item.

<https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-01-09-20/Comments-Memo-TC-01272020.aspx>

OTHER BUSINESS

None

ADJOURNMENT

After business was completed, the meeting adjourned.