

## Minutes of the REGULAR MEETING OF THE TAC PLANNING COMMITTEE

Thursday, December 9, 2021 Online meeting

**Committee Members Present:** Nathan Abney, Dave Burns, Paul Czech, Bill Dermody, Innocent Eyoh, Jack Forslund, Charlie Howley, Emily Jorgensen (chair), Elaine Koutsoukos, Michael Larson, Steve Mahowald, Scott Mareck, Scott Peters, Ben Picone, Angie Stenson

### APPROVAL OF AGENDA

The agenda was approved with no changes.

### APPROVAL OF MINUTES

The November 2021 minutes were approved without modification.

### BUSINESS ITEMS

#### 2022-02: 2022 Safety Performance Recommendations

Heidi Schallberg and Jed Hanson from the Council presented [this item](#). The presentation is [posted on the agenda](#). In response to a comment that the 2016 change in how serious injuries are document could lead to either a retroactive change to previous years or removing those years, Heidi Schallberg said that coordination with MnDOT would be needed. Dave Burns added that given the changes to how injuries are recorded by first responders, it would not be possible to retroactively change older years.

In response to a question of whether the recommendations are moving towards zero deaths, Jed Hanson said that, depending on the measure, zero is projected for 2032 or 2035.

MOTION: Scott Merrick moved to recommend adoption of the 2022 safety performance targets. Bill Dermody seconded. Angie Stenson said that “number of non-motorized fatal and serious injuries” is a priority measure, reminding members of higher crash rates in rural areas. Innocent Eyoh asked whether there are strategies to reduce injuries and fatalities beyond what has been proposed, to which Schallberg that a safety study that will begin later in 2022 could address strategies to reduce these. The motion passed unanimously through a roll call vote.

### INFORMATION ITEMS

#### Update on Regional Bicycle Transportation Network (RBTN) & Bicycle Barrier Comments

Steve Elmer from the Council presented this item as a follow up to comments received on updates to the RBTN and regional bicycle barriers. He shared a summary chart of the main themes in the comments received. The reference materials he shared are [posted on the agenda](#). Any changes made to the network in response to comments will go to TAB and the Council for approval in January 2022.

In response to a comment that Dakota County requested that all of its existing and proposed greenway trail corridors be considered Tier 1 corridors, Elmer said that the recently completed RBTN Guidelines and Measures Study developed measures for the specific purpose of evaluating proposals to update the RBTN; these measures were presented to TAC before the update process began. He referred to the response included in the Regional Solicitation Public Comment Report that the Council will continue to update the RBTN every two years and will consider accepting new or revised RBTN corridors and alignments on a case-by-case basis, as proposed by agencies and according to the evaluative measures that have been established.

Elaine Koutsoukos said she would send out the link to the public comment report. Stenson said she understood changes between tiers 1 and 2 were not part of this process and asked when that would be an opportunity. Changes in tiers have not typically been done, as there are no quantitative criteria for upgrading tiers. This could be a discussion item in the future. This update process provided the

opportunity to add new regional destinations and transit nodes, tying into one of the high-level purposes of the RBTN and which can have positive impacts on several of the measures used in the evaluations.

### **Scenario Planning Workshops**

Baris Gumus-Dawes from the Council reported that the Council will be hosting scenario planning workshops soon. The Council is preparing for a new regional planning cycle, and these workshops are at the beginning of this process. TAB and other advisory committee members will be invited to these workshops to provide input about critical issues for the region. Scenario planning addresses uncertainties, such as how the region's population may grow or how telecommuting may change. Policy and investment choices need to be able to address the future. Scenario planning doesn't focus on one future condition but looks at a range of possible futures. It can help understand complex decisions and prepare for uncertain future and explore a range of outcomes.

**OTHER BUSINESS** None

**ADJOURNMENT** After business was completed, the meeting adjourned.