

Minutes of the REGULAR MEETING OF THE TAC PLANNING COMMITTEE

Thursday, January 14, 2021

Online meeting

Committee Members Present: Nathan Abney, Dave Burns, Paul Czech, Bill Dermody, Jason Gottfried, Emily Jorgensen (chair), Elaine Koutsoukos, Michael Larson, Steve Mahowald, Gina Mitteco, Paul Mogush, Ben Picone, Mehjabeen Rahman, Kevin Roggenbuck, Angie Stenson

APPROVAL OF AGENDA

The agenda was approved without modification.

APPROVAL OF MINUTES

The November 2020 minutes were approved without modification.

ACTION ITEM

2021-04: Safety Performance Measure Targets for 2021

Heidi Schallberg and Jed Hanson presented this item. Background information on the measure and development of the 2021 targets is posted in the action transmittal at: <https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2021/TAC-Planning-1-14-21/2021-04-Safety-Targets.aspx>

In response to a question about serious injuries, Dave Burns clarified that in 2016 the definition of serious injuries changed, which increased the number of injuries reported in this category compared to earlier years.

MOTION: Bill Dermody moved to recommend the 2021 targets; Gina Mitteco seconded. A roll call vote was taken, and the motion passed unanimously.

INFORMATION ITEMS

MnDOT Draft Statewide Pedestrian System Plan

Jake Rueter from MnDOT presented this item. The presentation is posted at:

<https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2021/TAC-Planning-1-14-21/Statewide-Pedestrian-System-Plan.aspx>

In response to a question about the split between the metro and greater Minnesota for funding, Rueter said they split the need among the different districts, which also provides a basis for expanding estimates of need. Other discussion included that MnDOT facilities are often the ones with pedestrian facilities in areas like Scott County. MnDOT included moving up facilities such as shoulders in these types of areas in priority for maintenance in recognition of their multimodal use. For MnDOT “urban” areas can also mean downtowns in communities with 500 people; the plan looked at areas where MnDOT could have the most impact.

Bus Service Allocation Study

Cole Hiniker and Daniel Peña from the Council presented this item. The presentation is posted at:

<https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2021/TAC-Planning-1-14-21/Bus-Service-Allocation-Study-Overview.aspx>

There is no crystal ball for what will happen after COVID with transit. Areas where there are more riders by choice or less frequent service may be slower to come back. There could also be greater need with car use declining.

The timeline for the tool to use with different scenarios is optimistically mid-February. The work didn't focus on the express service market but should be translatable to local service for all transit providers.

The final report is now posted online at <https://metro council.org/Transportation/Planning-2/Transit-Plans.-Studies-Reports/Transit-Transitways/Transit-Service-Allocation-Study.aspx>

OTHER BUSINESS

None

ADJOURNMENT

After business was completed, the meeting adjourned.