

State Non-motorized Transportation Committee Summary

Date 01/11/18

Attendees

Jason Artley, Chair, District 4 Citizen Rep

Steve Brisendine, Vice Chair, District 8 Citizen Rep

Cameron Hintzen, Executive Board, Law Enforcement

Ann Rexine, Metro Citizen Rep

Julia Curran, Metro Citizen Rep

Russell Habermann, District 1 Citizen Rep

Kurt Franke, District 3 Citizen Rep

CJ Lindor, State Advocacy Org

Ingrid Schneider, Higher Education

Ellen Pillsbury, Dept of Health

Brian Fanelli, Explore MN Tourism

Jen Jevnisek, Pollution Control Agency

Andrew Korsberg, Dept of Natural Resources

Terri Pieper, Dept of Public Safety

Danny McCullough, Three Rivers Park District

Sara Pflaum, MnDOT State Aid

Mackenzie Turner Barga, Dept of Transportation

Dave Cowan, Dept of Transportation

Amber Dallman, Dept of Transportation

Michael Petesch, Dept of Transportation

Michelle Pooler, Dept of Transportation

Schedule

- 1:00 Call to order, welcome, introductions

- 1:10 **Discussion & Vote on Proposed Bylaws**

Vice-Chair Brisendine, SNTC

Vice-Chair Brisendine introduced the revised bylaws for consideration. The bylaws were made available to the public on December, 11, 2018. One comment was received from SNTC members on the proposed bylaws:

- Replace the would “shall” with “should” in the following sentence of Article II, Membership:
“Selection of public members shall reflect diversity in age, race, ability, gender identity, and historically underrepresented groups.”
- Cameron Hintzen moved to approve the bylaws with the above change. Danny McCullough seconded.
- The revised bylaws were approved unanimously by SNTC members.

- 1:15 **Executive Board Positions**

Vice-Chair Brisendine informed members of the SNTC that there are currently 2 vacant executive board positions. Responsibilities of the Executive Board involve working with MnDOT's Staff Support to set each meeting's agenda topics and the priorities of the group. Executive Board members are expected to be active participants who are willing to make an extra 30-60 minute meeting in alternate months of SNTC meetings. They are also expected to represent the SNTC in other venues.

Julia Curran and Kurt Franke both volunteered to join the Executive Board and were approved to do so unanimously by members of the SNTC.

- 1:30 **Active Transportation Program Recommendations**

Jen Jevnisek (MPCA) and Jake Rueter (MnDOT) provided SNTC members with an update on the Active Transportation Program recommendations currently being assembled by a work group of Clark Goldenrod, Jen Jevnisek, Tony Drollinger, Dave Cowan, and Jake Rueter. Presentation slides are appended to this summary.

Discussion

- Why use the MPCA environmental justice map when it focuses on pollution instead of other important indicators of equity?
 - Primarily because it includes much of the data that is used for equity analyses elsewhere in the state, not as much due to its focus on pollution / environmental issues.
- How big is a census tract?
 - Typically between 1,200 and 8,000 people but with an optimum population of 4,000. (<https://www.census.gov/geo/reference/webatlas/tracts.html>)
- Why reduce the match requirement instead of awarding extra points?
 - Addressing the issue of communities not having funds available to support a project, as can be the case in communities that have not been well served by past active transportation investment.
- The application needs to be readable by a wide audience. Experience of reviewing regional solicitation apps sometimes requires reaching out to other parties for insight. Simplifying the application to ease scoring would be a good idea.
- Does any part of the project look at potential mode shift?
 - Not something that has been considered, but could be added.
- Need to think about how to include equity in scoring criteria – wealthy communities probably don't need more help.
- A reduced match requirement may be a way to balance scores from lack of past project success.
- On the MnDOT side – a recipient may be flagged as a risk if they don't meet the intent/outcomes of the application.
- DPS also conducts a risk assessment for each grant that they offer.

- Important to look at both past successes and failures.
- SRTS experience – a city may apply and get a grant, but may not have had community buy-in for identified projects and may need to rescind money, thus reflecting poorly on the city as an applicant.
- Broader conversation is needed as to whether it's worth bringing a request for funding to the legislature this year.
- How should the funding split in the program be decided?
 - Need the program to be flexible. What happens if applications are the inverse of the funding split that has been pre-determined?
 - For SRTS state funds are non-infrastructure while federal funds are for infrastructure
- Should a micro-grant category be included?
 - SRTS – depending on grant size and community, micro-grants are really hard to administer due to institutional procedures.
 - Phase-in for micro-grants later on is possible if desire persists.
- Where does money for the program come from? TAP funding from the state? State legislature?
 - TAP decisions are not made centrally, districts make decisions on projects. Nothing that prohibits active transportation projects from being eligible. ATPs are decision-makers, but willing to accept guidance.
- BikeMN not currently thinking of asking for money this session, Amber will follow-up with Dorian.

- 2:00 **SNTC Annual Report Accomplishments**

Vice-Chair Brisendine described the need for the SNTC to compile a list of accomplishments from 2017 for inclusion in the committee's annual report to the Minnesota State Legislature. A list of accomplishments named during the meeting follows:

- Refreshed committee bylaws
- Wrote and sent letter requesting pedestrian safety improvements to the Commissioner of Transportation
- Finalized State Bike Map
- Grew membership and filled vacant seats
- National Walking Summit
- Bicycling Handbook
- US Bicycle Route 41 establishment
- Safety/Education working group to develop goals/objectives on bicycle/walking education
- Rural pedestrian behavior research in Tribal communities
- 6 Bikeable community workshops statewide
- Ongoing Initiatives
 - Active Transportation Program development
 - Bicycle design manual
 - MnDOT district bicycle plans

- Bicycle and pedestrian counting initiative

- 2:15 **Break**

- 2:30 **MnDOT 10-Year CHIP & Project Planning**

Gina Mitteco and Mackenzie Turner Barga shared information about how planning processes and projects solicit public input and identify bicycle/walking needs in Metro District. The slides from Gina and Mackenzie's presentation are included at the end of this summary. Notes on questions and discussion follow:

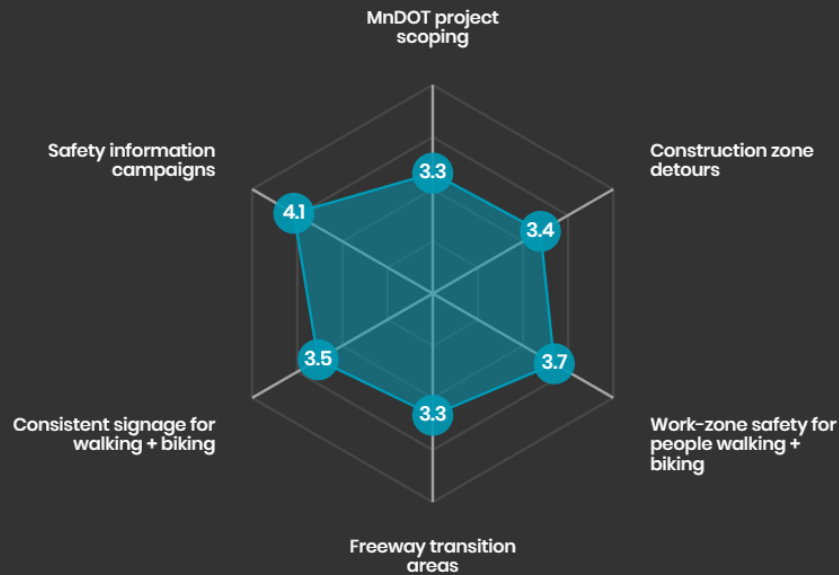
- When the CHIP is updated annual is there outreach involved?
 - Mostly with internal MnDOT partners and partner agencies. Metro District manages 20-40 projects each year.
- How are sidewalk "gaps" identified?
 - Any sidewalk section that is not ADA-compliant.
- How do you keep bicycle or walking improvements from "falling off" of the project scope when projects enter the STIP?
 - Identify and articulate needs, and use that need identification as a way to get the bicycling/walking foot into the door.
 - There are also many projects that flip around through the CHIP in Greater Minnesota (experience from Russell H. in District 1).
- Engagement/involvement research into social media has found that stakeholders appreciate a regular diet of information. It's important to connect regularly with stakeholders throughout all points of the relationship.
 - New positions are being hired to develop relationships in Metro District's "areas"
- How would addressing driver behavior at highway on/off ramps fit into this process?
 - MnDOT would be looking at curb line changes during project field walks.
- Can SNTC members join in on field walks?
 - Yes, though probably not the whole group at once! Typically walks are ADA-focused, but this would be a good opportunity to include topics beyond ADA.
- High-level situational guidance is easier for the SNTC to provide, and occurs at a level that is likely more effective on the MnDOT side.

- 3:00 **SNTC Workplan Prioritization**

Vice-Chair Brisendine led a follow-up discussion to November's brainstorming session of potential future work plan items. The chart below shows Mentimeter results where attendees were asked to rank on a scale of 1 to 5 which projects they would most like to work on in the next year (5 being most interested). *Please note that the topic "Freeway transition areas" was re-framed during the meeting to focus on context-sensitive improvements.*

Workplan Priority

Mentimeter



The Mentimeter poll will be left open through 11:59 pm on January 26th, 2018 for committee members who have not yet had the opportunity to vote. [Click here to vote.](#)

Once topics have been prioritized, Jake will reach out to gauge interest in participation, starting with those who expressed interest during January's meeting.

- 4:00 Adjourn

Active Transportation Program

Jen Jevnisek, MPCA
Jake Rueter, MnDOT

Active Transportation Program

Overview

- ▶ Charged with developing a framework should program receive funding from legislature
- ▶ Balance of providing enough information to frame program, without being overly prescriptive
- ▶ Desire to create a program that encourages innovative projects and reduces barriers to participation in program

Active Transportation Program

Highlights

- ▶ Funds would be divided into infrastructure, non-infrastructure, and (maybe) micro-grant categories
- ▶ Applicants would apply through a coordinated application system with Transportation Alternatives and Safe Routes to School
- ▶ Match requirement would be reduced for projects/initiatives benefiting communities that are in MPCA Environmental Justice Areas of Concern

Active Transportation Program

Highlights

- ▶ Scoring committee would include:
 - ▶ 1 at-large SNTC representative
 - ▶ 1 Greater MN SNTC representative
 - ▶ 1 Metro District SNTC representative
 - ▶ 1 MnDOT Office of Transit & Active Transportation rep
 - ▶ 1 MnDOT State Aid rep
 - ▶ 1 Minnesota Pollution Control Agency rep
 - ▶ 1 Minnesota Department of Health rep
 - ▶ 1 accessibility advocate (MN State Council on Disability)

Active Transportation Program

Highlights

- ▶ Scoring criteria would include the following categories:
 - ▶ Existing Conditions – why is status quo insufficient?
 - ▶ Support for SNTC’s vision of “All people in MN having the opportunity to utilize safe, connected, and inviting non-motorized transportation.”
 - ▶ Demonstrated local support
 - ▶ Support for statewide active transportation policy (State Bicycle Plan & Minnesota Walks)
 - ▶ Policy/planning actions – presence of an active transportation plan
 - ▶ Past project success (for repeat applicants) – how did post-grant evaluation rate previous projects?

Active Transportation Program

Questions

- ▶ How should funding split be decided?
 - ▶ Desire to allow flexibility from year to year
 - ▶ SNTC decision? Scoring committee decision?
- ▶ Should a micro-grant category be included?
 - ▶ Or, should the minimum grant amount be reduced instead?



MnDOT CHIP and Project Development SNTC Meeting

Mackenzie Turner Barga | Gina Mitteco

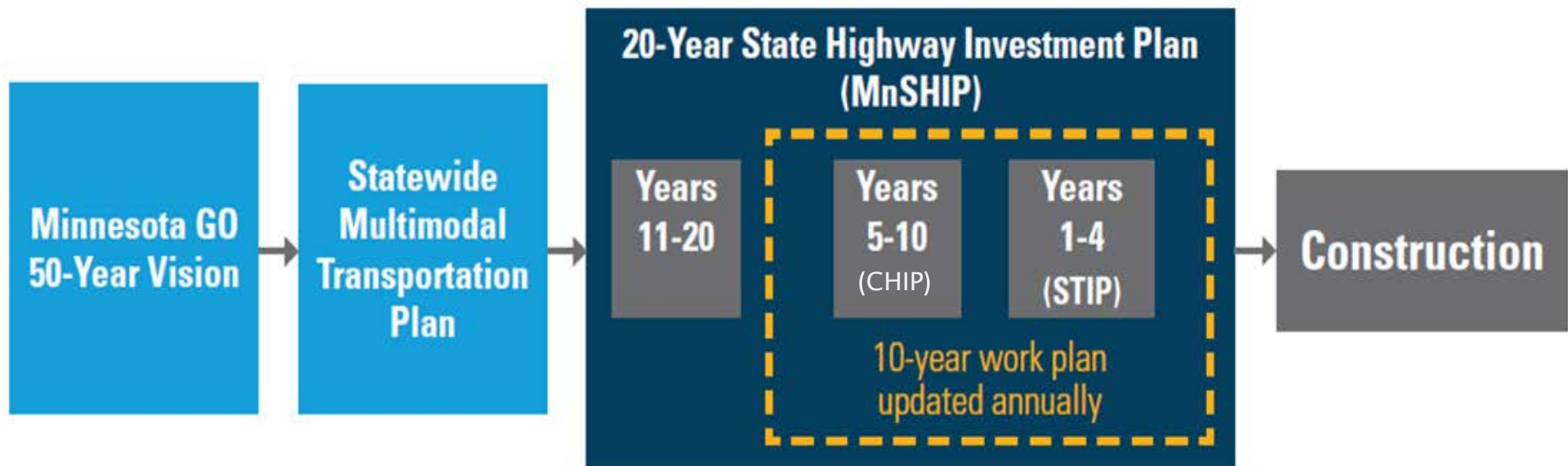
MnDOT - Metro District, Multimodal Planning

January 2018 | dot.state.mn.us

Goals for Discussion

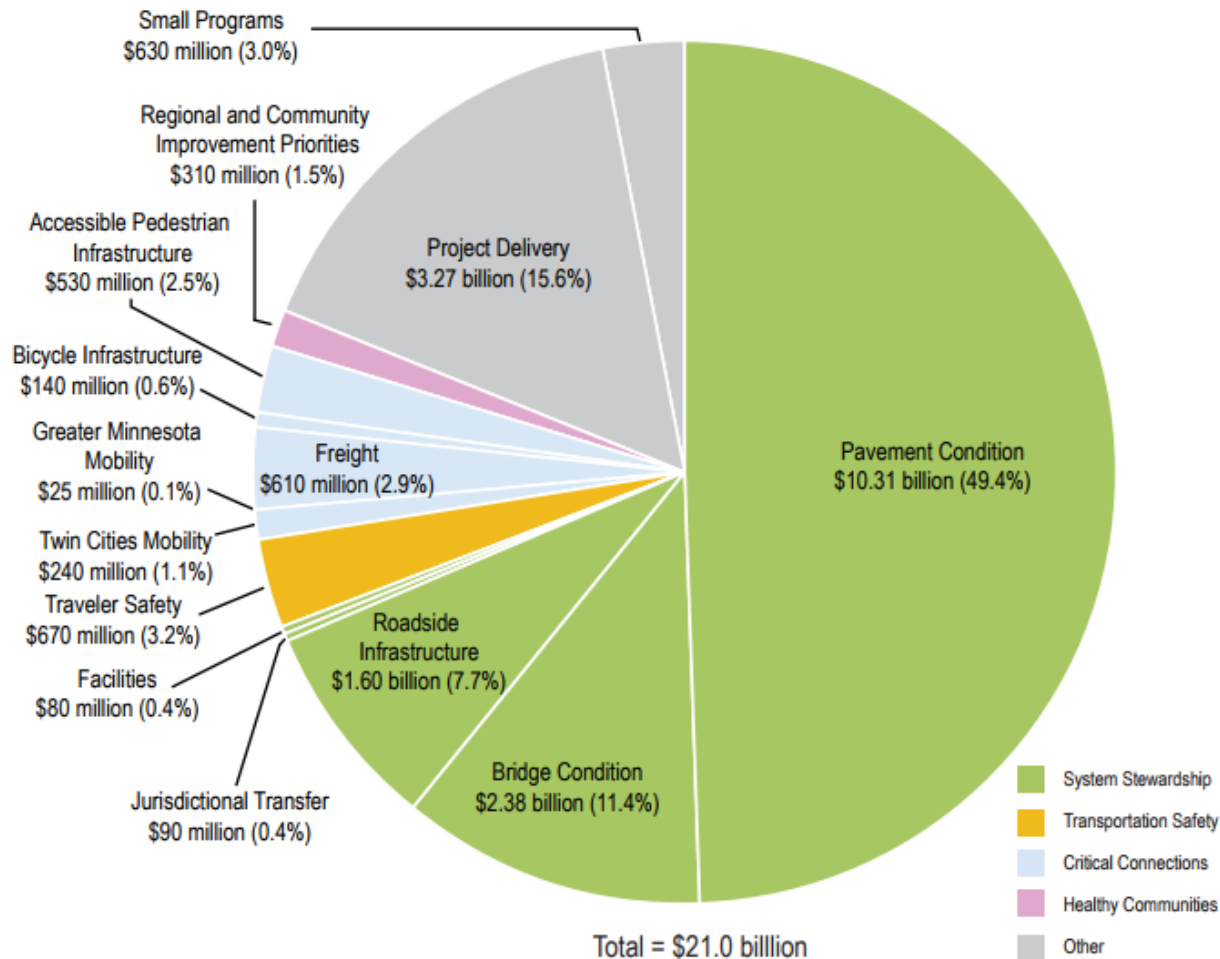
- ▶ Provide general background of MnDOT's planning and programming process (with Metro focus)
- ▶ Describe key documents:
 - ▶ Capital Highway Investment Plan (CHIP)
 - ▶ Statewide Transportation Improvement Program (STIP)
- ▶ Describe when and how bike/ped needs and opportunities are currently identified
- ▶ Identify engagement opportunities for the general public and this committee

Planning to Programming



MnSHIP– 20-Year Investment Direction

Figure ES-4: 20-Year Capital Highway Investment Direction



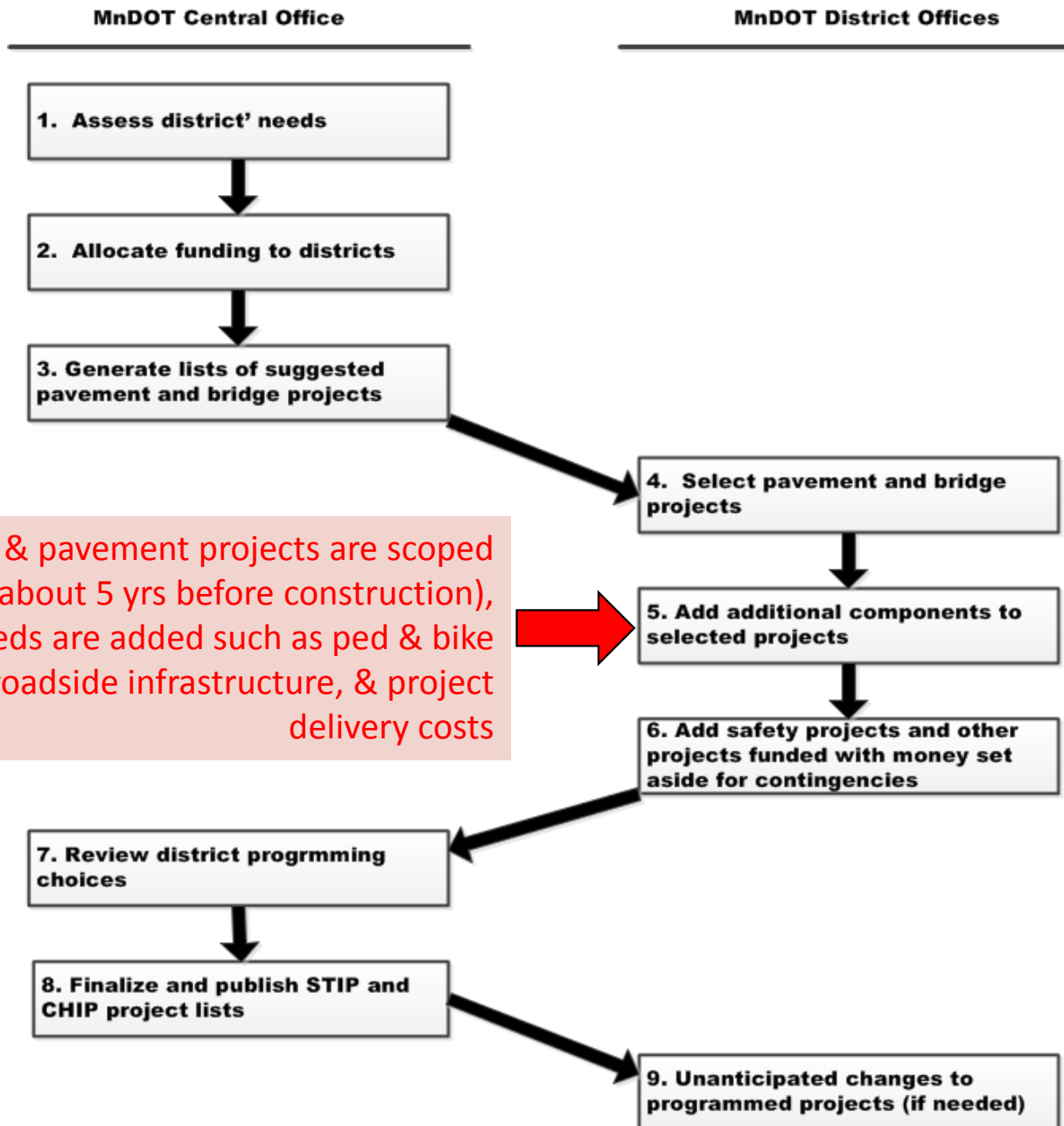
CHIP– 10-Year Capital Highway Investment Plan

- Communicates proposed capital projects for 10-years
- Aligns with investment priorities of MnSHIP
- Updated annually
- Includes projects at 2 levels of planning:
 - Years 5-10: MnDOT's planned projects
 - Years 1-4 : State Transportation Improvement Program (STIP)

CHIP and STIP

Years 5-10	Years 1-4 (STIP)
Planned projects	Selected and committed projects
Focused on major investment/performance categories (pavement, bridge, mobility)	Includes all projects including smaller investments such as drainage, lighting, spot mobility/safety improvements, traffic signals, ADA, bike/ped
Needs (typically pavement and bridge) have been identified through performance targets.	Projects have been through MnDOT's scoping process which identifies other needs in the project area (by MnDOT staff and local partners).
Subject to change	Can change, but requires formal STIP amendment. Most changes relate to schedule, budget, minor scope changes.

Overview of MnDOT's Standard Project-Selection Process



Addressing Bicycle and Pedestrian Needs

- All projects that enter the STIP go through scoping process (Typically in Year 5).
- Metro bike/ped coordinator reviews every project to assess bike/ped and ADA needs in the project area.
- Bike/ped review includes:
 - Review of local, regional, and state plans
 - Assessment of existing ped/bike facilities (condition, ADA compliance, gaps)
 - Identification of new facility needs
 - Discussion with local partners (primarily city/county staff)
 - Project field walks (for priority projects)

Pedestrian and Bicycle Scoping

- MnSHIP targets = funding for bike/ped needs on projects
- bike/ped needs typically require refinement after scoping
- Sidewalk and ADA needs becoming more refined at scoping phase due to ROW needs and impacts



Engagement

- Timing and level of public engagement varies depending on project type, context, and complexity.
- Currently (primarily preservation projects):
 - Scoping: MnDOT staff, partner agency staff
 - Design: + citizen/neighborhood groups, committees, elected officials/councils, general public
 - Final design/construction impacts: general public

- Moving Forward
 - More emphasis on public input before scoping or in early design phase
 - Utilizing CHIP to identify ped/bike priority projects early
 - Early scoping for more complex projects
- SNTC engagement

Questions & Discussion