NCITE Geometric Design Committee
10/25/2018 Meeting Minutes
8:30 AM – 10:30 AM

Location: HR Green, Inc.
2550 University Avenue W., Suite 400N
St. Paul, MN 55114

Committee Chair:
Tom Jantscher, HR Green, Inc.
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Committee Co-Chair:
(vacant)

Meeting Agenda:

I. Introductions

II. Presentation and Follow-up Discussion. See meeting notes on next page.
   a. Watch and discuss the recorded session "Local Leaders, Perspective on the Future of Transportation" from the 2018 ITE Int'l / MW/GLD meeting in Minneapolis last August.

III. Brief items:
   a. Co-Chair opportunity available

   b. Future meeting topics

      Likely a presentation on MnDOT land use context updates

IV. Next Meeting: TBD (likely early December)
Meeting notes:

- Speakers were:
  1. Wayne Sandburg, Deputy Director/County Engineer, Washington Co., Stillwater, MN
  2. Carla Stueve, Director of Transportation Project Delivery, Hennepin Co., MN
  3. Jon Wertjes, Director of Traffic and Parking Services, City of Minneapolis, MN
  4. Scott McBride, Metro District Engineer, MnDOT, Roseville, MN

- The general public is now looking for more different transportation options, especially at lower cost
- Non-urban areas are trying to increase jobs in their jurisdiction through economic development
- To help modal shift, MnDOT is doing more transit advantages in the metro such as bus shoulders and MnPass (congestion pricing) lanes
- There is much uncertainty in the political side of transportation in Minnesota, which makes planning difficult
- Regarding preparing for an increase in connected and automated vehicles:
  - Signal standards and policies are being reviewed and updated
  - Corridors are being identified to have heavy use by c/a vehicles
  - Flexibility is being built into policies and design for future roadway needs
  - Research is heavy into pavement markings and roadway signs that need to be used by both manual and c/a vehicles
  - Long-term project planning is being replaced more by pilot projects and scenario modeling due to the rapid approach of this technology
  - Interesting factor is whether c/a vehicles will be owned more by private individuals or companies for public transportation purposes
  - Acceptance and implementation of a/c vehicles may happen in phases over time or it may happen very quickly, it is uncertain
- Each jurisdiction takes a different approach in policy development toward balancing motorized users vs. non-motorized users
- Complete Streets and Flexible Design concepts are being heavily implemented right now, and on a related note, there’s more community engagement and a shift toward addressing the needs of the most vulnerable users first
- Regarding congestion, reality is that it can’t be eliminated by building more lanes, but it can be reduced through strategic, high benefit solutions
- In the next 20 years, there will be a 25%-30% increase in freight traffic, leading to strong need for safe and efficient movement of freight vehicles of all kinds. Freight staff need real-time information
- Important to have close coordination between public agencies and freight representatives
- Clear communication between all agencies on a project is important, especially in talks regarding funding, and to reach an agreement on which player is most appropriate to lead and fund the project
- Climate change is impacting transportation through increased costs to upsize drainage infrastructure, insurance changes due to floodplain revisions
- Cyber security is definitely a concern, it’s important to test and audit your own system
- Consider linking IT into your roadway fiber and utility infrastructure to help with cyber security