

NORTH CENTRAL SECTION

INSTITUTE OF TRANSPORTATION ENGINEERS

2024 Executive Board

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Section Meeting Minutes

Tuesday, March 12, 2024

11:00 AM - 1:00 PM

MnDOT Waters Edge, Roseville, MN

1. Alliant sponsored the meeting.
2. Phil K. called the meeting to order at 11:55 a.m.
 - a. Question of the Day - What is your favorite Mexican Food?
 - i. Chipotle - 7
 - ii. Qdoba - 1
 - iii. Authentic - 23
 - b. How often do you use 252
 - i. Handful of times - 3
 - ii. Once or Twice a year – 20+
3. Phil K. reviewed NCITE announcements:
 - a. April will be joint ethics training with WTS
 - b. Joint Section meeting in May
 - c. July 25th Summer Social
 - d. August 1st - NCITE Golf Outing
4. Morgan District Updates - GLITE Rep
 - a. June 12-14 GLITE Annual Meeting
 - i. Lambeau Field for Welcome Event
 - ii. Traffic Bowl
 - iii. 4 technical tracks
 - b. International Election Results
 - i. Karen Aspelin - President
 - ii. Gordon Meth - VP
 - c. ITE Virtual Spring Conference is next week.
 - d. Annual Meeting Registration open for Philadelphia in July
5. Sarah introduced the speaker Nissa Tupper. The presentation was about MnDOT's new conceptual framework for collaborative, equitable health and transportation planning. She also shared lessons learned from MnDOT's pilot Hwy 252/I-94 Equity and Health Assessment (EHA).
6. The meeting concluded at 12:55 p.m.
7. 70 attendees (37 in-person, 32 virtual, 1 no-shows)

Respectfully submitted,

Joe DeVore
2024 Secretary
April 4, 2024



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3. Phil K. reviewed NCITE announcements:
 - a. WisDOT Joint Section Meeting - Blatnik Bridge
 - b. Summer Social - St Paul Saints Game
 - c. NCITE Scholarship Golf Outing
 - d. GLITE District Meeting - Green Bay - June 12-14
 - e. ITE Annual Meeting - Philadelphia, PA
 - f. Reimagining the ITE Traffic Bowl Competition.
4. Sarah introduced the speakers; Max Moorland and Mark Wagner. The presentation was on Safety Evaluations Completed by MnDOT
 - Sinusoidal Rumble Strips
 - Less vibration less noise. Haven't received noise complaints yet on Sinusoidal.
 - 30% reduction of lane departure type crashes (head on/single vehicle ROR).
 - 2/3rd of fatal head-ons where unintentional drifting.
 - Sinusoidal Rumblestrips increase ROR by 19% and 46% for head-ons.
 - None of the results were statistically significant.
 - 55mph to 60mph speed limits
 - Studied all MN Hwy 2-lane roadways at 55mph.
 - About 75% of the MN Hwys raised from 55 to 60mph.
 - Most of the speed characteristics didn't change for the Hwys increased to 60mph.
 - CMF = .873 where speeds were increased
 - Lane Constrictor Intersections
 - Increase median to 4-6' through rural intersection with addition of rumbles.
 - 66 locations installed 2018-2019.
 - Speed samples from D7 showed minimal speed change.
 - Total crashes +7%, KA Crashes -10%, Fatal/Injury -22% compared to control increase of 10%
 - Statistically significant injury reduction countermeasure.
 - Reflective Signal Backplates
 - Is an FHWA proven countermeasure with 0.85 CMF rate.
 - Crashes didn't change wildly and were not statistically significant
 - 5% reduction in darkness crashes and 14% reduction of Rear End Crashes.
 - J-Turns - Additional Analysis
 - Significant results for most comparisons
 - Injury crashes -54% and more for KA
 - Rear End crash +68% - Minor right turn in front of through vehicle and on Minor Approach.
 - Total Crashes -18% compared to -5% control group.
 - Mainline Left turns did increase in crashes and should be a MUT instead of a 3/4 if the location can support that additional travel distance.
 - J-turns have significantly smaller crash rates and KA crash rates than low volume interchanges.
 - Little difference in crashes between U-turn type or U-turn distance from intersection.
 - Even higher crash benefits at <10,000 AADT locations.
 - Roundabouts, Schools, and Research



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- Ped and Bike Safety at Roundabouts
 - 95 roundabouts 93 control sites. Published in 2023.
 - Newer Data still shows much lower severity rates than signals.
- Pedestrian Hybrid Beacons
 - 279 RRFBS, and 147 control sites.
 - 29% Reduction in total crashes but not other types/severity.
 - RRFBS effective in low speed multilane applications.
 - PHBs had 18-30% reduction
 - PHBs have a major reduction versus a major increase in control sites.
- Heavy Trucks at Roundabouts
 - 107 roundabouts and 95 control sites.
 - -47% for KA crashes at roundabouts, -4% total reduction.
 - 15 Rollovers at roundabouts still a concern.
 - Since 2018 rollovers have dropped with newer designs.
- 2023 update of the School Multimodal Guidance.
 - School Speed Limit Statutes. Local Authorities can implement a wide range 15-60MPH.
 - Most effective at 20 MPH. Want to reduce by a max of 15 mph or step down in 2 zones.
 - 5 step process for establishing a SZSL
 - Guidance to keep school zones as short as possible to keep vehicle speeds compliant.
 - Speed Safety Cameras 20-60% reduction in injury crashes.
- Traffic Safety and Marijuana
 - About 50% of states are legal now.
 - Fatal Crashes increased in states where legalized.

5. The meeting concluded at 1:00 p.m.

6. 121 attendees (59 in-person, 62 virtual, 0 no-shows)

Respectfully submitted,

Joe DeVore
2024 Secretary
May 1, 2024



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Joint WTS/NCITE Ethics Meeting Minutes

Thursday, May 2nd, 2024

2:00 PM - 4:00 PM

Kimley Horn, St Paul, MN

Jack gave an introduction of the speakers and following happy hour after the event.

Jack gave an update of upcoming NCITE Events

Ella gave an introduction of upcoming WTS events

Ella introduced the speaker Erin Perdu

Refresher on Planning Ethics

- AICP Ethics Code should be posted in places of work for planners.
- Planning Principles
 - Public interest
 - Integrity
 - Economic, social and racial equity
 - Safeguard public trust
 - Improve planning knowledge/activities
- Key aspects of 2022 update
 - More equity foundation, explicit definitions, removed bias language
 - Glossary Added
- Only AICP planners can file an appeal to curb unwarranted appeals

Overview of 2023 Case/Inquiry Activity

- 108 inquiries and 28 complaints filed in 2023.
 - [Planning.org/ethics](https://planning.org/ethics)
 - Cases included cease and desist, plagiarism, inappropriate social media, and comments/references in presentations. 1 sexual harassment case.
 - Conflict of interest is a popular ethics case/call. Quality, responsibility to employer, discrimination/harassment, and fair dealings are top topics

Ethical Scenarios

- Conflict of interest/Responsibility to Employer.
 - Consultant for a town was also hired by a company to site a retail store in the same town.
 - Allowed to work two jobs if both employers know.
 - Responsibilities did not overlap so case was dismissed.
- Planners as Community Volunteers
 - If your personal concerns create conflicts of interest, it is best to recuse yourself from the professional position.
- PE and AICP Code have many overlapping principals.
 - AICP says you must provide information on planning issues. PE's say you need consent of client and employer and can't omit facts.
- Decision-Making Models



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- Ends-based thinking, Rule-based thinking, and Care-based thinking. Use all 3 models to cover scenarios not explicitly covered in the code.
- NSPE Ethics Resources for PE related inquiries.

Game Show

- 25 questions and answers were facilitated that spurred ethical questions.

Respectfully submitted,

Joe DeVore
2024 Secretary
July 15, 2024



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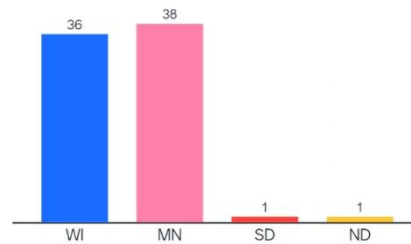
Section Meeting Minutes

Tuesday, May 14, 2024

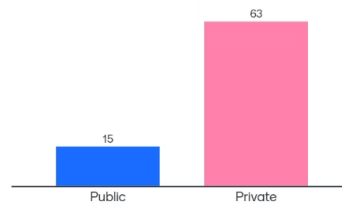
12:00 PM - 1:00 PM

Virtual Teams Meeting

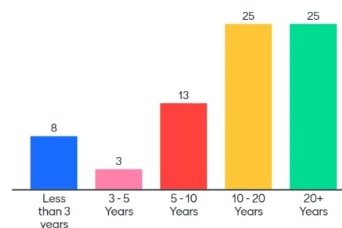
What state are you joining from?



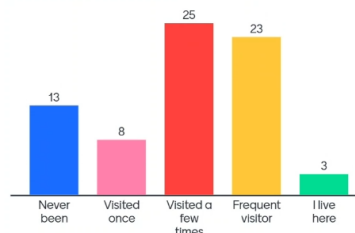
Do you work in the public or private sector?



How many years have you been in your field?



What is your familiarity with the Duluth/Superior area?





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Breakout Rooms

Question of the Day: What are you looking forward to this summer?
Also discussion on the Blatnik Bridge.

Introduction of Speakers

Paul Conlin - WisDOT
Lydia Statz, Aaron Stolte (Kimley Horn)
Jeff Knudson (SRF)

Project Overview

- Both State DOTs have a virtual tour.
- 17th Largest Port in the US.
- Will be constructed by Design-Build contract.
- Designed on existing alignment
- Preliminary Design/Permitting through 2025
- Letting in Summer of 2026.
- Bridge Closure expected 2027-2030 for a 4-year closure.

Grants

- States did not have state funding that could fund the total of this project.
- Developed paired grant strategy. MPDG submitted for Aug 2023 and BIP in Nov 2023.
- 60% is federal, 31.3% Non-Federal, 8.7% Other Federal.
- Project addresses operations and safety deficiencies.
- State of Good Repair identified bridge would need to be closed by 2030.
- 160-mile Over-size Over-weight detour without bridge.
- Blatnik Bridge would update ship/bridge collision avoidance piers.
- Innovation included Design Build, Accelerated Bridge Construction, and ITS infrastructure for CAVs.

Traffic

- Had a 3.78 Benefit-Cost Ratio
- Used MIC's Travel Demand Model to show regional impacts of not having Blatnik Bridge.
- For safety, looked at increased crashes using existing crash rates with additional traffic.
- StreetLight OD analysis was heavily used in analysis
- US 53 Interchange in Superior had the most operational needs.
 - Travel Demand from 535-US 53 splits existing using Hamond Ave where if the interchange was improved, traffic would take the interchange movement.
 - Looked at several interchange designs during preliminary screening.
 - Direct Connection to US 53 was ultimately selected with a Traditional Diamond Interchange.
 - Intersection Control Evaluations also completed to identify roundabouts.
 - Used IHSDM for intersections in influence area.
 - Visuals were very important for regional movements.



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- 8% crash cost reduction.
- VISSIM used for final VMT/VHT calculations for interchange and intersection improvements.
- Also are conducting traffic analysis on Bong Bridge construction timeframes for the TMP.

Questions

What percentage of benefit came from the detour analysis?

MIC TDM was a big way to quantify that.

Could the bridge elevation be improved from 120 to 155?

Existing clearance is being maintained but not increased. All ships are being accommodated.

Attendees

97 attendees

Respectfully submitted,

Joe DeVore
2024 Secretary
May 1, 2024

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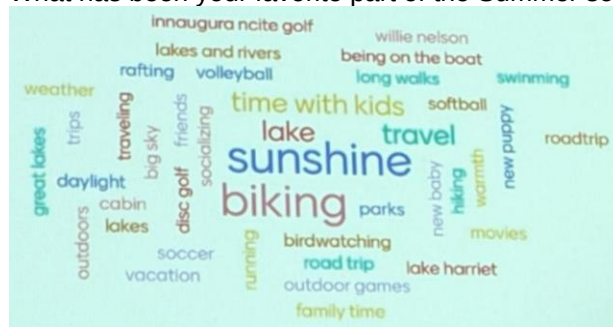
Section Meeting Minutes

Tuesday, August 20, 2024

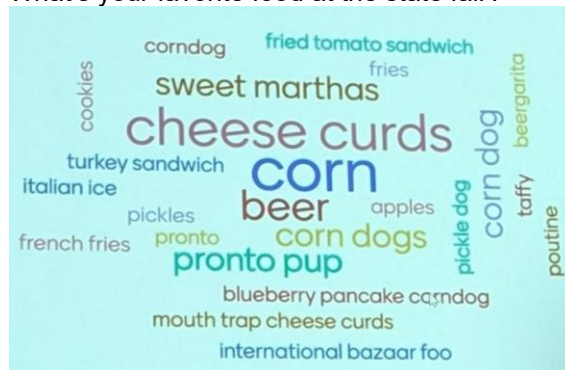
3:30 PM – 6:00 PM

Modist Brewing, Minneapolis, MN

1. Kimley Horn sponsored the meeting.
2. Jack O. Morgan N, and Sarah P. called the meeting to order and provided an update of past and upcoming NCITE and GLITE Events.
 - a. NCITE Annual Meeting: Curling at Four Season Curling Club
 - b. NCITE Golf Outing, Great Lakes ITE Annual Meeting, and ITE Annual Meeting Recaps
 - c. Great Lakes Annual Meeting 2025 will be in Indianapolis.
 - d. Virtual Middy Oct 31st GLITE Fall Workshop coming
3. Question of the Day from Phil K.
 - a. Question of the Day – How often do you take transit?
 - i. Daily – 4
 - ii. Weekly – 6
 - iii. Monthly – 4
 - iv. Rarely - 10
 - b. What has been your favorite part of the Summer so far?



- c. What's your favorite food at the state fair?



4. **Metro Transit Network Now Presentation**
Cyndi Harper - Manager of Route Planning
Julie Martinez - Community Outreach Coordinator

About Metro Transit - Extension of Met Council

- Largest transit provider and paratransit in the metro
- Network now is the short term through 2027 plan



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- Resolve suspended routes from 2020. Some closures needed. Future of Park and Rides
- Improves New/redesigned routes, frequency, METRO investments, and Micro Transit

Why

- Transit dropped 50% in 2020. Telecommuting has picked up. More all-day all-purpose trips.
- Hard to maintain Metro Transit staffing levels.
- Metro Transit is growing though - new regional sales tax. 4 transitways under construction.

Draft of Concept Service plan published and will present to Met Council for Adoption in next year.

- Focused on Engagement, Performance, and Policy

Key engagement Themes - Equity vs need, frequent service, support service, reliability, etc.

- Need to provide reliable service for those who need transit the most.

12 minute service has now been updated on Blue and Green LRT Lines
68% of LRT has resumed, 90% of BRT and Local Bus, but only 25% for commuter express/Northstar.

Commuter Peak Travel times have significantly decreased, however Midday has responded closer to prepandemic levels. Fridays are ~40% less than weekday average.

Why people ride has changed - Shopping/Errand and Non-peak work commute now exceed peak work commute trips.

Upass is now >15% of total trips

Park and Rides are not responding since pandemic. Still have over 80% capacity at PnRs in 2023 and 70% lower than 2019. Park and Riders still have other alternatives for transportation

Several BRT lines are expected to open over next 4 years.

Draft Concept Plan being released Sept 12th.

- Expected to expand service by 35% to grow ridership network wide. LRT 10 min frequency in 2025 based on hiring.
- 25% increase in job accessibility within 45 min ride.
- Expanding coverage and frequency. Adapting service to travel patterns. Adding Micro Mobility
- Focus on utilizing Park and Rides with 15 min headways. Reverse commutes TBD but taking advantage of deadheading trips.
- Scaling sensibly to maintain reliability.

Metro Micro Project

- Mobile App Enabled. Connections to transit centers and transitway stations.
- 20min avg wait. Pilot in North Minneapolis. Expanding into other neighborhoods through Transit Centers.
- Opening 2 new projects a year from 2025-2027.

Engagement and Next Steps



NORTH CENTRAL SECTION

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- Community Meetings (Oct 29th) and online comment form on draft plan through November 15th.
- Pop-up events throughout the metro area. On-board on busses with ridership feedback.
- Early 2025 Met Council Approval. Implementation 2025-2027 based on hiring.

5. Questions:

What degree is hiring a risk factor.

- It's significant. Bus operators alone we need 400 extra operators.

North Minneapolis MicroTransit Pilot Feedback

- Fall 2022 start. Feedback has been fantastic but controversial. Very expensive. 200-250 rides a day. Mostly subsidized up to \$15 a passenger. Concerns with seats being unavailable within 30 minutes.
- A lot of rides to Cub Foods and North High School for after school activities.

How do the Free Ride Demonstration Projects factor into Route 32/62 moving forward?

- Ridership on both routes has increased 25-40%. Will see if that ridership maintains after pay resumes. Fare policy hasn't been a huge focus of Network Now. Still need to pay for a transfer route.

Avg resident is increasing by 25% accessing a 45min transit trip.

- 45 min selected as the significant drop off in making the trip or not. 30 min also used industry wide but 45 min is still conservative. Shorter trips are still prioritized.

Service levels have increased by 35% compared to the 2023 data not prepandemic data.

- Trains have been running 2 cars instead of 3 car trains. That will likely continue and expanded frequency will help balance loads. More safety with 2 cars vs 3 cars. Also can do more maintenance running 2 car trains.

6. The meeting concluded at 4:30 p.m. with Happy Hour and Networking after.

7. 46 attendees (32 in-person, 3 Student, 5 virtual)

Respectfully submitted,

Joe DeVore
2024 Secretary
August 23, 2024



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Section Meeting Minutes

Thursday, September 26, 2024

11:30 a.m. – 1:30 p.m.

Walter Library, University of Minnesota, Minneapolis, MN

1. SRF sponsored the meeting.
2. Phil K. called the meeting to order at 12:25 p.m.
3. Phil K. reviewed NCITE announcements:
 - a. October Section Meeting will be held on Tuesday, October 22nd – “Road Show” Section Meeting in Minot, ND
 - b. 2024 Annual Meeting will be held on Friday, November 22nd at Four Seasons Curling Club in Blaine, MN
 - c. 2025 NCITE Executive Board election begins in mid-October
 - d. NCITE Award Applications are due on September 30th – 3 awards (Transportation Professional of the Year, Young Transportation Professional of the Year, and the Transportation Achievement Award)
 - e. Student Scholarship Applications are due on October 11th – 5 available at \$1,000 each (2 undergraduate scholarships, 2 intern scholarships, and the Robert J. Green undergraduate scholarship)
4. Sophie Hardman reviewed University of Minnesota (UMN) Interdisciplinary Transportation Student Organization (ITSO) announcements
5. Morgan N. reviewed Great Lakes ITE District announcements:
 - a. 2025 Great Lakes ITE Annual Meeting will be held June 8-10, 2025 in Indianapolis, IN
 - b. District Fall Workshop
6. Question of the Day – The group used Menti, an online voting site, to answer four questions:
 - a. What are you most looking forward to this fall?
 - b. What NCITE Annual Meeting activity has been your favorite or would you like to see in the future?
 - c. What is your favorite college sport?
 - d. What's the best college?
7. Sarah P. introduced Sandy Cullen, Assistant Director of Facilities & Transportation Systems, and Matt Filippelli, Transportation Engineer – both with UMN Parking & Transportation Services – to present on the traffic control plan used by the University for large events at Huntington Bank Stadium, such as Gopher football games or large concerts. The presentation included a discussion of the two phases of the plan: ingress leading vehicles to the parking facilities and egress helping all vehicles get off campus to one of the surrounding highways. The presenters also discussed the University's Traffic Management



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Center, event coordination with other agencies (City of Minneapolis, MnDOT, Metro Transit, etc.), and multi-modal transportation options. The presentation concluded with a discussion of the traffic management challenges related to Hennepin County's reconstruction of 4th Street and University Avenue, as these are the main roads in and out of campus.

8. The meeting concluded at 1:25 p.m.
9. 52 attendees (39 in-person, 2 student, 11 virtual)

Respectfully submitted,

Nik Costello
2024 Vice President
November 14, 2024