

# Grand Forks - East Grand Forks Metropolitan Planning Organization

## Agenda

### TECHNICAL ADVISORY COMMITTEE MEETING WEDNESDAY, JANUARY 11<sup>TH</sup>, 2017 – 1:30 P.M. EAST GRAND FORKS CITY HALL TRAINING ROOM

#### MEMBERS

Noehre/Lang _____	Laesch/Konickson__	West _____
Ellis _____	Johnson/Hanson _____	Magnuson _____
Bail/Emery _____	Kuharenko/Williams/Yavarow _____	Sanders _____
Gengler/Brooks _____	Bergman/Rood _____	
Riesinger/Audette _____	Christianson _____	

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE DECEMBER 14<sup>TH</sup>, 2016, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF UPDATE ON SORLIE/KENNEDY BRIDGE PROJECTS .....KOUBA
6. MATTER OF 2018-2021 T.I.P. CANDIDATE PROJECTS – MINNESOTA SIDE
  - a. FTA 5339 Capital Program .....KOUBA
  - b. TA Program ..... VIAFARA
  - c. ATP Sub-Targets..... VIAFARA
  - d. Recreational Trails ..... VIAFARA
7. MATTER OF AMENDMENT TO THE 2017-2020 T.I.P. .... VIAFARA
  - a. Public Hearing
  - b. Committee Action
8. MATTER OF I-29 TRAFFIC OPERATIONS STUDY UPDATE..... NDDOT/KLJ
9. OTHER BUSINESS
  - a. 2017 Annual Work Program Project Update
10. ADJOURNMENT

ANY INDIVIDUAL REQUIRING A SPECIAL ACCOMMODATION TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING IS ASKED TO NOTIFY EARL HAUGEN, MPO EXECUTIVE DIRECTOR AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. ALSO, MATERIALS CAN BE PROVIDED IN ALTERNATIVE FORMATS: LARGE PRINT, BRAILLE, CASSETTE TAPE, OR ON COMPUTER DISK FOR PEOPLE WITH DISABILITIES OR WITH LIMITED ENGLISH PROFICIENCY (LEP) BY CONTACTING THE MPO EXECUTIVE DIRECTOR (701) 746-2667 FIVE (5) DAYS PRIOR TO THE MEETING.

**PROCEEDINGS OF THE  
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East Grand Forks City Hall Training Conference Room**

**CALL TO ORDER**

Earl Haugen, Chairman, called the December 14<sup>th</sup>, 2016, meeting of the MPO Technical Advisory Committee to order at 1:39 p.m.

**CALL OF ROLL**

On a Call of Roll the following members were present: Stephanie Erickson, Grand Forks Planning; Michael Johnson, NDDOT-Bismarck (via conference call); Paul Konickson, MnDOT-District 2; David Kuharenko, Grand Forks Engineering; Dustin Lang, NDDOT-Grand Forks District; Ali Rood, Grand Forks Cities Area Transit; Nick West, Grand Forks County Engineer; and Brad Bail, East Grand Forks Consulting Engineer.

Staff present: Earl Haugen, GF/EGF MPO Executive Director; Jairo Viafara, GF/EGF MPO Senior Planner; Teri Kouba, GF/EGF MPO Senior Planner; and Peggy McNelis, Office Manager.

Guest(s) present: Al Grasser, Grand Forks Engineering.

**DETERMINATION OF A QUORUM**

Haugen declared a quorum was present.

**MATTER OF APPROVAL OF THE NOVEMBER 9<sup>TH</sup>, 2016, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE**

***MOVED BY ROOD, SECONDED BY LANG, TO APPROVE THE NOVEMBER 9<sup>TH</sup>, 2016, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS SUBMITTED.***

***MOTION CARRIED UNANIMOUSLY.***

**MATTER OF UPDATE ON SORLIE/KENNEDY BRIDGE PROJECTS**

Sorlie Bridge

Haugen reported that there was a meeting held last week on, again, trying to finalize the language of the Decorative Lighting Plan. He said that his understanding is that the initial draft presented allowed for some temporary events to be signed off on by the Mayors from both cities,

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but the Historic Preservation Committee did not approve of that language, so the second draft included their approval as well.

Haugen asked if anyone present had attended the meeting and could give an update on what may have transpired at the end of it. Konickson stated that he believes that both cities are going to make recommendations, via e-mail, to committee members when they want to make changes to the lighting of the bridge, and then there will be a certain time-frame for which responses can be made before the changes are implemented, so there will be some more changes made to the language, and an updated draft will be sent out shortly.

Grasser commented that he likes the concept of “unless you hear otherwise, it’s good to go” otherwise you will be dealing with that trap of not being able to get responses in time, or at all, so he likes that process. Konickson said that he agrees, adding that this is really a local bridge, and the cities will know the local issues, so unless someone has a real issue with a proposed lighting change, it should make it easy to implement any changes either City would like to see done in a timely manner.

Information only.

Kennedy Bridge

Haugen reported that he received an e-mail late Friday regarding the project bidding process. He asked that Mr. Konickson give an update on this.

Konickson commented that he believes they received five bids; with Zenith Tech, out of Waukesha, Wisconsin being the low bidder. He stated, however, that nothing has been approved yet, but their bid was somewhere around \$15,600,000 while the others were between \$16,500,000 and \$17,000,000, with one even higher. He said that most of them were a little lower than what was budgeted, so they are reviewing the bids now and will hopefully complete the process in the next month or so.

Kuharenko asked what the Engineer’s estimate was for this project. Konickson responded that he hasn’t seen the final Engineer’s estimate, so he doesn’t know for sure, but he believes it was higher than the bid amounts. Haugen commented that we show the estimate at \$18,000,000 in our work program. Konickson stated that he thinks that is the programmed amount.

Haugen commented that last month we also talked about the traffic timing, was there any advancement on that. Konickson responded that he talked to their traffic engineer, and gave her the contact information for Grand Forks, but he doesn’t know if any conversations have been held on that yet, but if not please let him know and he will pass it on to their contact person. He added that they have talked about getting a consultant contract set up to help work this issue out, and he thinks they have a list that they can pick from, so they want to see this worked out.

Information only.

**MATTER OF 2018-2021 T.I.P. CANDIDATE PROJECTS**

a. FTA 5339 Capital Grant Program

Kouba reported that staff is looking for approval of the list that we have from Cities Area Transit. She explained that they are looking to; the first two priority items are replacement buses, the second two are basically maintenance to fix the HVAC and the roof on the transportation facilities.

Kouba said that the bus replacement is part of our plan, and the maintenance items are part of our TDP by association as they were going to be done as part of an expansion and remodel project, but because we do not have the funding to do that project, we are now taking it in two bite-sized pieces instead.

Kouba stated that staff recommends approval of the priority order given.

Rood commented that this was presented to the City Council, and there were no questions and they concurred with the priority listing presented.

***MOVED BY BAIL, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FTA 5339 GRANT REQUEST AS BEING CONSISTENT WITH OUR LONG RANGE TRANSPORTATION PLAN, AND IN THE PRIORITY IDENTIFIED.***

Grasser asked if he is correct that they are only going to do maintenance to the portion above the offices. Rood responded that that is correct. She explained that they sat down with Bev Collings and the EAPC, and determined that replacing the worst section, which is over the offices, in such a way that it wouldn't be a waste if two years from now we replace the entire roof; and with this dollar amount, as the fourth priority that would be a better chance of getting it funded instead of trying to get the entire project funded. She added that it was a decision that was based on design, and likelihood of getting it funded.

***Voting Aye: Lang, Erickson, Konickson, Johnson, Kuharenko, Bail, Rood, and West.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Ellis, Riesinger, Christianson, Magnuson, and Sanders.***

b. TA Program

Viafara reported that the Grand Forks Engineering Department submitted three projects for consideration; they are: 1) shared use path along 6th Avenue North from North 40<sup>th</sup> Street to the English Coulee; 2) shared use path along 47<sup>th</sup> Avenue South from South Columbia Road to South 20<sup>th</sup> Street; and 3) shared use path along South Columbia Road from 40<sup>th</sup> Avenue South to 47<sup>th</sup> Avenue South.



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Viafara commented that these three shared use paths are all to be included as elements of the Bicycle/Pedestrian Plan, and if approved will certainly provide a number of benefits to the community, in general. He stated that one of those benefits, particularly for the 6<sup>th</sup> Avenue North path, would be the ability to provide access and mobility to a number of residents located in what we call 'environmental justice' areas, and will afford them opportunities for walking and access to transit and other destination around the City.

Viafara stated that the path on South Columbia Road, again, will afford, in the long range future, land use access to those areas currently being developed; and including some destinations like the Discovery School.

Viafara said that these are the three projects. He stated that he would like to bring your attention to the path on 47<sup>th</sup> Avenue South, because this also affords an element of connectivity to a number of destinations that are attractors, in terms of trips, like the softball complex, Kings Walk Golf Course, Choice Fitness, and South Middle School.

Viafara stated that in terms of a positive decision; there is the fact that 6<sup>th</sup> Avenue North, for some reason due to designing issues and land use ownership; is limited in terms of basically short and generates kind of a gap in the system so that is a consideration that needs to be addressed in the future to see how we can really provide complete access rather than having a gap that is being, at the moment, suggested.

Grasser asked what gap Mr. Viafara is referring to. Viafara responded that on 6<sup>th</sup> Avenue there is, due to design consideration, the available space between the street pavement and the crossing. Erickson asked if he is talking about the segment before 42<sup>nd</sup>. Kuharenko commented that it is the section between 42<sup>nd</sup> and 40<sup>th</sup> he is talking about. He said that he can actually address this one, and explained that they are currently planning on reconstructing 6<sup>th</sup> Avenue North next summer, and will be looking at trying to widen that area up, and then they can have a shared use path going across 42<sup>nd</sup> to North 40<sup>th</sup> Street. Viafara said that that is a positive commentary on the issue and we appreciate the effort, but on behalf of the community, to try to eliminate those gaps that are there is important, and, a comment as well, is on South Columbia, that has to do with the fact that in the past when the road was scheduled for design, you did this community engagement, and most of the focus was based on the roadway, the motor vehicle access and mobility, now we have you applying for the components for the access of the bicyclists, so this is positive; however he is asking whether we may in the future discuss some impediments through the ordinances that are kind of preventing these facilities from being built at the time when the roadways are being built, so rather than doing them piecemeal we can have the elements built at once. He added that there is apparently a situation with the ordinances, there are situations involving cost, and we are aware of that but let's see how we can, as much as we can eliminate in the future that situation.

Viafara stated that staff is recommending, for consideration, and then approval to forward this to the Executive Policy Board for their approval.

Grasser said that he is still confused, and asked what the problem is with 47<sup>th</sup> Avenue South, where they aren't doing it properly according to the code. Viafara responded that he meant

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South Columbia, from 40<sup>th</sup> to 47<sup>th</sup>. Grasser stated that the City Council specifically took action against that, so are you suggesting that we write a code that the City Council can't override this. Viafara responded that he was not aware of that situation. He added that this is based on the federal legislation; the idea is for the city to afford opportunities for mobility and access to all the modes of transportation, including bicycle and pedestrian. Grasser stated that they understand that, but the discussion with the City was that if we did that, put blinders on and just built what you're interpreting, we have a destination that doesn't bring anybody anyplace, and we have facilities of which substantial pieces would end up having to be torn out and replaced because the area wasn't developed in order to identify what the grades and all the terminal points are, so you'd have a substantial investment that would have to be torn out. He said that he is, maybe, taking a little bit of issue with that criticism because that was all discussed and brought to the City Council and they actually ruled on it. Viafara responded that he appreciates that, and added that he was not aware of that ruling; and we abide and respect that ruling, so at least for the record this is clear. He said, though, that what he is trying to tell you is that because we are dealing with federal funding, in the future, as much as we can, we need to coordinate the construction of all the facilities at the time that roadways are being designed and built, if it is possible, as much as we can, this is the recommendation they are suggesting. He commented that they appreciate that there are some constraints. Grasser stated that the problem with that is that it infers that they aren't doing this, and he believes that they already are, so he will just leave it at that.

Kuharenko commented that he was also under the impression that the bike and pedestrian facilities had to be considered, but not necessarily implemented during a federal aid project. Haugen said that he thinks the point that Mr. Viafara is trying to make is, you're asking for federal funds to install a facility that you just decided you needed now. Grasser responded that that is why it is ranked #3, is because it is questionable whether, but again there is a little more growth that is going on there, that was part of the question; and it also looks like there is a question about it now in the CIP whether 47<sup>th</sup> was going to be coming in, and it does look like it is, so we would at least then have a terminus that would move, those were more uncertain two or three years ago when they had those discussions then they are today, so it is a dynamic change, and they need to exercise some judgement with those things.

Viafara stated that they will take that response in good faith, and they understand; but the recommendation that they are bringing to your attention is if it is possible that whenever these facilities need to be built, counting on federal funding, to make every single effort to accommodate all the modes of transportation, if it is possible, or as much as possible. Grasser responded that this feels like it keeps getting thrown at them, and he thought it was properly addressed, and he will just leave it at that. Viafara responded that that is fine, and thanked him.

Kuharenko said that another point he would like to throw out there for 6<sup>th</sup> Avenue North is that that segment was also a segment that the City has gotten comments from the public on in the past, looking for a shared use paths. He stated that he believes, also, that during the Bike/Ped plan public input, Mr. Viafara also received some comments regarding 6<sup>th</sup>. He added that in addition to having the Lake Agassiz Elementary School, as well as the School for the Blind, those were some of the reasons why they ended up having that as a first priority. He explained that it is in an established neighborhood, so getting in there and doing a special assessment

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project could be a little more difficult as well, so having the federal funding associated with it could prove to be very beneficial.

Kuharenko reported that with the reconstruction project planned for the summer, they would hopefully have their connection connecting to the bike lanes that are currently on 42<sup>nd</sup>, and depending on what the plan is for a reconstruction of 42<sup>nd</sup>, whatever the facilities are once that gets reconstructed.

***MOVED BY ERICKSON, SECONDED BY ROOD, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE TA GRANT REQUEST FOR THE THREE SHARED USE PATHS AS BEING CONSISTENT WITH OUR LONG RANGE TRANSPORTATION PLAN, AND IN THE PRIORITY IDENTIFIED.***

West asked if it would be beneficial to change any of the language in the report to address the City's concerns. Grasser responded that that would be his preference. He explained that when he reads about 6<sup>th</sup> Avenue, and again maybe he is just getting sensitive on the connotations, it is a proposed project, constructed shared use path, and it talks about it will likely, the consideration there is that there is going to be a gap; well according to the plan right now there is no gap because what this is going to do is to connect, by the time this is built, it will connect an existing bikepath at the coulee to an existing bikepath that will be terminated, essentially, at 40<sup>th</sup>, and so he thinks that explanation should be expanded because it makes it look like does the application... Haugen asked if the application provide that explanation. Kuharenko responded that he believes it does. Grasser said that it makes it look like they missed something, and he doesn't believe they did miss anything, and they have a plan that is complete, it doesn't leave gaps, those types of things. Kuharenko referred to the application and pointed out that it does state "it is anticipated that when 6<sup>th</sup> Avenue North is reconstructed near this crossing viable options will be explored for widening the existing sidewalk from 42<sup>nd</sup> Street to North 40<sup>th</sup> Street to better accommodate multiple modes and non-motorized transportation". Grasser added that there is no guarantee in life, but that is the plan right now, that there wouldn't be any gaps in the system.

Grasser commented that the reason they are doing this is to try to eliminate the railroad out of the federal process because they are so hard to deal with, if we do need to deal with them, otherwise they might not be able to get this project done within this timeline, so they are trying to deal with that piece at a local level, and the federal component with this. Haugen stated that this is a little different than what was just discussed at this meeting, so is there a reason why you weren't as definitive in the application as you were now, because as this gets looked at the Governor's Task Force will have the statement that it might be addressed in the future as some point, where you guys have a more definitive answer that. Kuharenko responded that he supposed some of that might have come from that fact that that reconstruction project will be a special assessment project and is subject to protest, so he thinks that is where some of that ended up coming from, so they are going to do their best, and it is planned, and they will be doing what they can in that area. Haugen said that he knows that on the North Dakota side they don't allow you to come and make a presentation of your proposal, while Minnesota does allow you to make oral arguments, so it might be worth the consideration of taking a look at how this is worded and try to make it

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less iffy in that sometime in the future there will be an effort made to close the gap. Grasser asked if they can reword the application because their intention is more than to make an effort, they are going to have some sort of connection through there, and he thinks the only question in their minds is, working with the railroad, of the options is it all going to be ten feet or will they have to squeeze in a seven or eight foot section. Haugen responded that there is the opportunity to make changes as they don't have to be turned in until the end of the month. Grasser asked that the language be changed to reflect what the full intent is.

Rood asked if the motion needs to be changed to include the change in language in the application. Viafara responded that the priority remains, it is a matter of interpretation only, but overall they are pleased with the application and the benefits that the application is bringing to our attention. Lang asked if he is saying, then, that the motion has no effect on what is going to end up being changed. Erickson asked if they need to put it in the motion. Haugen responded that it is up to the Technical Advisory Committee but he thinks that it would become rather a cumbersome motion as the project isn't changing, just the wording in the application.

***Voting Aye: Lang, Erickson, Konickson, Johnson, Kuharenko, Bail, Rood, and West.***  
***Voting Nay: None.***  
***Abstain: None.***  
***Absent: Ellis, Riesinger, Christianson, Magnuson, and Sanders.***

Haugen reported that he will be doing the next three items together. He pointed out that included in the packet is the stuff we always do when we talk about our T.I.P., and that is the areas that we cover, what projects should be in there, the process; and we still have FAST being implemented as well as MAP-21 being implemented, so what we do today is subject to any changes made to them. He said that we do know that this T.I.P. is not subject to full compliance with FAST, and it might be the last one for which we enjoy that benefit.

Haugen commented that North Dakota raised its rate of growth for federal revenue to a 2.2% growth rate; and the rate of expenditure/inflation is still at 4%. He explained that what this meant for the Grand Forks Urban Program portion is, you can see that over three years there is about \$1,000,000 more available funding. He stated that, as we discussed when we solicited, projects can be squeezed in each year, or it can be used as a lump sum at the end.

Haugen stated that he just threw in that Recreational Trails is just being solicited now, and are due at the end of December, and we will look at them in January.

c. HSIP Program

Haugen reported that we received two applications: 1) one from the City which, is a two-phased project on 32<sup>nd</sup> Avenue; and 2) from the County on Airport Road or County 5.

Haugen explained that there was a safety audit done for the 32<sup>nd</sup> Avenue project and that is where the recommendations are coming from. He referred to maps of the area and pointed out what is being done in Phase 1 and Phase 2 of the project. He stated that the total cost of the project is just shy of \$7.5 million, with a 90/10 split.

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Haugen reported that Grand Forks County 5, the intersections of DeMers Avenue and 32<sup>nd</sup> Avenue, the County had KLJ do a safety and traffic operation study on that corridor at these intersections. He referred to a slide with a page from KLJ's report and pointed out that it identifies the new geometrics that would go out there. West commented that this report shows signals out there, and they will not be putting signals out there, just turning lanes.

Grasser asked if they can do the widening without doing any earth work and such, would you just widen out the shoulder or do you have to widen the embankment. West responded that they will have to move the ditch out a little bit, and then fill the embankment in.

Haugen stated that he did ask Mr. West, although too late on Friday, but in the local road safety program there was signage and lighting being suggested for these intersections, and he was wondering if that was included in these costs. West responded that signage would be, but lighting would not. Haugen said, then, that the total cost estimate for this project would be \$1.7 million.

Haugen commented that these are the priority order that staff is recommending be approved.

West asked if there is any way to split out urban and rural. Haugen responded that he did ask that question and the answer is no that it cannot be split, it is an HSIP Program that is statewide. He explained that there is a 50/50 share of that, with 50% of the funds on the State System and 50% are shared by the urban rural program, so our direction was that we can't split them out, we have to rank them against each other.

Grasser asked, if we have to rank them in that manner, should we be showing Phase 2 for the City side, because we would only be applying for one; so would our priority be Phase 1 City, that is what Mr. West is asking, right, how do you prioritize that then if they both go in together. West responded that that is correct, it is kind of apples versus oranges, but he isn't going to dispute that 32<sup>nd</sup> is more important than County 5. Haugen asked if they are two separate applications or are they one application with two phases to it. Grasser responded that they are two applications. Haugen said, then, that there are three projects. Grasser responded that they aren't asking for Phase 2 at this point, so really there would only be one from the City, but it would be the \$4.42 million and not dealing with the \$2.9 as it is really a future project, they aren't asking for \$7 million, they are asking for \$5 million. Haugen stated that they would then eventually take out Phase 2 as being listed as a candidate project, so why is Phase 2 being submitted into the process this year. Grasser responded that that is kind of the question, because they aren't looking for it in the same year, does it become priority three, for lack of anything better. Haugen responded that this is an unusual project since the State approached us, essentially, and said they wanted to invest heavily on 32<sup>nd</sup> Avenue to address safety problems, and they put together the safety report, and said that these are the things we think should be done, so it is already outside of the box as to how it fits the normal HSIP Program, and they're looking for HSIP projects and they also indicated that they were will to invest a large amount on 32<sup>nd</sup> Avenue.

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Grasser commented that these aren't set up in years like the Urban Program is, because primarily the Council's action was to actually ask to prioritize, or somehow advance the first phase of 32<sup>nd</sup> Avenue, and he doesn't know if that is possible or if it changes the application here at all, but if you are able to get Phase 1 in say 2018, and the County is in 2019, they wouldn't actually be competing with each other in the same manner; these are all questions they have. Haugen responded that they usually don't have a year attached to them, they try to say that it is just for the last year of the T.I.P. and S.T.I.P, but in reality they try to plug it into whatever year they can, especially as both of these are large amounts for the HSIP Program.

Grasser stated that, for whatever it is worth, they did ask to expedite Phase 1 as quickly as we can, as far as the funding piece of it, just because of the accidents we are experiencing.

West asked, at the State level does each project compete against every other project in the State, and the State would prioritize them then. Haugen responded that the State will review all of them, yes, but they will consider the priority order we give them as well.

Haugen commented that his understanding, having worked with the 32<sup>nd</sup> Avenue audit, it was his thought that it was two 32<sup>nd</sup> Avenue phases in one big project instead of pieces of it, they were interested in funding it knowing it would be a large project as the safety audit report came back from them as a large project, they didn't have any cost estimates in the report. Lang agreed, stating that we did the work in 2013 and the goal was to have a major traffic operations project in the early 2020s. Grasser stated that that was and is generally correct, he thinks that the idea when we did the maintenance was that we were going to try to buy five or six years because we are deficient in geometry, and we are also deficient in structure on the pavement, as far as maintaining it, but then what happened with the updated Long Range Transportation Plan was emphasis on maintenance only as opposed to capacity, we are still missing some capacity components, and the HSIP, as he understands it, they kind of put it together as really only addressing the safety component, it's not adding some of the turn lanes and other geometric improvements that really otherwise need to happen, and the catch-22 on all this is that these are needed right away, but from a capacity, he thinks in the Long Range Plan, by 2025 we are talking poor levels of service and things on 32<sup>nd</sup> so we really should probably have, in his opinion, we should have them looking at that reconstruction within that time period, but as we discussed last year trying to push it up to 2021 we couldn't find the projects to take out of the plan to move it up that far so it isn't kind of sitting out there in 2030 or something like that and complicating it further, there probably needs to be a maintenance project put in there somewhere in-between, but the bottom line the HSIP we don't think is giving us the geometric improvements that we need to really reach that original intention.

Kuharenko reported that Phase 1 addresses, he believes 31<sup>st</sup>, 34<sup>th</sup>, and Columbia; mainly realigns the left turns for east bound/west bound traffic; and also a double left on Columbia. He said that all three of those intersections are on the high crash list, which is kind of why we are looking at the large dollar amount associated with it, we kind of wanted to make that our first priority, and they weren't exactly sure because of that large dollar amount what the best way to split this out would be, so having it in two different phases allows the DOT and Selection Committee an opportunity to decide that while they don't have enough money for both of them combined, we can do this one, or it can be stripped down further if needed.

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Haugen commented that, as we discussed, and as you heard, you aren't addressing, probably the capacity that they would desire, the County might be termed a flip-flop; the County, he isn't sure the report identified the crash issue, but it is addressing some potential future geometry, some existing and future geometry rates, that will obviously have an impact. He added that they aren't high crash locations, they aren't critical crash rate intersections. He said that the Local Road Safety Program identified some lower cost, roughly \$100,000, improvements at both of these.

West said that you mentioned signage at those locations, and they have done just about everything they can do for signage, other than maybe putting a larger stop sign as a last resort. Haugen commented that they talked about illuminating the intersections, and some advance stop methods. West said that there are rumble strips, there is advance stop, there are strips on the posts, the only thing you can do is illuminate the stop sign and illuminate the intersection. Grasser asked if they were still getting people blowing through the intersections. West responded that they aren't. He added that those projects, by capacity today, turn lanes are warranted, but they do not have a crash problem there today mainly because the movements are parallel. He said, though, that the traffic volumes are predicted to more than double in this area, so they are trying to be proactive and separate out those movements. He added that they do have some capacity issues, some projected capacity issues, but today it is okay.

West reported that from a County standpoint, if this was ranked #3 it wouldn't be all bad. He said that you would probably think that 32<sup>nd</sup> would be a better place to spend \$3 million dollars versus the County's \$1.7 million because today it is functioning okay versus your intersections already have a high rated high crash issue. Grasser responded that this is the problem they are dealing with, is that they do show up on the high crash report year after year.

***MOVED BY KUHARENKO, SECONDED BY WEST, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE HSIP PROGRAM REQUEST AS BEING CONSISTENT WITH OUR LONG RANGE TRANSPORTATION PLAN, AND IN THE PRIORITY IDENTIFIED.***

***Voting Aye: Lang, Erickson, Konickson, Johnson, Kuharenko, Bail, Rood, and West.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Ellis, Riesinger, Christianson, Magnuson, and Sanders.***

d. Urban Program

Haugen said that this is also an opportune time, if there are any changes for whatever reason to current programmed projects, to identify those. He added that none were submitted so we are just dealing with the new years of the T.I.P. for the Urban Program, and that is North Columbia Road, essentially between the bridge and 2<sup>nd</sup> Avenue, a complete reconstruction and realignment work. Kuharenko commented that it actually goes a little bit north of University Avenue. He referred to a map and pointed out that you have the overpass, then you have the intersection of 2<sup>nd</sup> and the intersection of University, so it goes almost to the intersection of 4<sup>th</sup>.

Haugen stated that the estimated cost of the project is \$6.24 million; \$5 million on federal funds.

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Haugen reported that this is on the NHS System, it is obviously a state of good repair project. He stated that it was not identified in our Long Range Transportation Plan as a significant project; Columbia Road Overpass is a significant project, so the City was asked if this big increase in what this project is going to do, is it going to harm or delay that project, and their answer was that it should not harm it.

Haugen referred to a graphic, and commented that he recalls there was a fencing proposal in this area and he is wondering if that will be looked at with the project development. Kuharenko responded that he wasn't aware of a fencing proposal. Haugen said that the University and the City at one time looked at a proposal to put up fencing to help stop ped traffic in this area. Kuharenko said, again, that he wasn't aware of that. Grasser asked if that needs to be listed somehow in the application, or is that just following the bike/ped facility component. Haugen responded that probably should be looked at with the project development portion.

***MOVED BY KUHARENKO, SECONDED BY WEST, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE URBAN PROGRAM REQUEST AS BEING CONSISTENT WITH OUR LONG RANGE TRANSPORTATION PLAN, AND IN THE PRIORITY IDENTIFIED.***

***Voting Aye: Lang, Erickson, Konickson, Johnson, Kuharenko, Bail, Rood, and West.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Ellis, Riesinger, Christianson, Magnuson, and Sanders.***

e. Regional Program

Haugen reported that there was one project for the Regional Program, and that is the reconstruction of the Washington Street Underpass. He explained that this is a project that we requested for funding consideration last year, but it was not funded in the S.T.I.P.

Kuharenko commented that the cost estimate should actually be \$17.6, which is what they had in the scoping report.

Haugen referred to slides illustrating the conceptual designs from the corridor study that was done for this.

Grasser commented that if he remembers correctly, on some of this discussion some of the challenges on the cost estimate had to do with what we may have to do keep the railroad functioning during the course of this project. He said that they are running into this more on these regional projects, and we almost need to have a scoping report almost before we can do the estimate to put it on the list. He asked if there is any opportunity for state monies to the MPO, or not through the MPO to do that type of an analysis so that maybe next year or the year after we can update this number because right now this number has a high degree of variability because he isn't sure exactly what was assumed as far as the construction techniques and things that we need to deal with. He added that a shoo-fly can be a million dollar write-in just by itself.



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Haugen responded that there is an estimate included for the shoo-fly. He explained that the shoo-fly is, for railroad operations they prefer it on the south side, but for all commercial vehicles there probably isn't the availability to allow them to continue to use the roadway while the shoo-fly is in place, so the preference in terms of traffic operations would be to have it on the north side. He added that there would also be the issue of possible property purchases on the south side of the Xcel facility, while on the north side there aren't any structures impacted. Kuharenko said that he thinks there are actually four buildings impacted on the north side.

Haugen stated that this was done not as a PEL study, so he isn't sure if going the PEL route would allow planning dollars to go into that issue a little more or not, but otherwise a line would most likely be drawn by our federal partners. Johnson agreed that you would probably be crossing a slippery slope with something like that, and he doesn't know if there is any solution to what Mr. Grasser is getting at, but they just did have a railroad grade separation in Devils Lake on North Dakota Highway 20, that was just bid in October and it included similar conditions in that a shoo-fly was constructed and then the structure will be constructed and the shoo-fly removed, and the engineers estimate was around \$15 million.

Grasser commented that another alternative would be to work through these issues during the project development, which is okay, but he is wondering if they should engage the project development a bit earlier than we might otherwise, and catch it that way.

Haugen stated that North Dakota always asked for one year beyond the actual T.I.P. cycle, so this will be a 2022 submittal, and that will be upgrading traffic signals in the City. He said that this will be coordinated with the Urban City request as well. Kuharenko commented that the cost estimate is \$6.2 million, not \$1.8 as shown.

***MOVED BY LANG, SECONDED BY ROOD, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE REGIONAL PROGRAM REQUESTS FOR FY2018-2021 T.I.P., AS BEING CONSISTENT WITH OUR LONG RANGE TRANSPORTATION PLAN, AND IN THE PRIORITY IDENTIFIED.***

Lang asked if there was a north/south lineage determination made as far as how much of Washington is actually going to be reconstructed with the underpass structure. Haugen responded that in the corridor study there is a delineation. Kuharenko commented that it stops short of DeMers. Lang said that he thought the study had the structure and DeMers as one phase together. Haugen stated that it shows this as an alternative to consider.

***Voting Aye: Lang, Erickson, Konickson, Johnson, Kuharenko, Bail, Rood, and West.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Ellis, Riesinger, Christianson, Magnuson, and Sanders.***

**MATTER OF APPROVAL OF AMENDMENT TO THE 2017-2018 UPWP TO CARRYOVER THE I-29 TRAFFIC OPERATIONS STUDY**

Haugen reported that the I-29 Traffic Operations Study was not identified as being carried over into 2017, so this amendment would allow us to continue uninterrupted with work on the I-29 study that we are currently working on.

***MOVED BY KUHARENKO, SECONDED BY ROOD, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE AMENDMENT TO THE 2017-2018 UPWP TO CARRYOVER THE I-29 TRAFFIC OPERATIONS STUDY INTO FY2017.***

***Voting Aye: Lang, Erickson, Konickson, Johnson, Kuharenko, Bail, Rood, and West.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Ellis, Riesinger, Christianson, Magnuson, and Sanders.***

**MATTER OF APPROVAL OF RFP FOR ORIGIN/DESTINATION DATA**

Haugen reported that this item is work on our Travel Demand Forecasting. He explained that the three MPOs along with the NDDOT are, again, working together on an RFP. He said that they worked together for the socio economic data that we purchased, and we are not going to be working together for Origin/Destination data purchase as well.

Haugen explained that the federal funding would come from the consolidated planning grant that was de-obligated a couple of years ago. He said that the three MPOs asked the State if they would consider the use of those dollars to purchase this data rather than having us use our current program planning funds, and they agreed to allow this usage of those dollars.

Haugen stated that Bismarck/Mandan is the lead on the drafting of the RFP, so it is in their RFP format. He referred to the document and reported that the three MPOs and the NDDOT have reviewed it and feel it is ready to be sent out. He explained that there is a bit of a timing issue; because of the three MPOs working together and there being different approval dates, we are asking to allow that instead of having to go back to each MPO Executive Board in January that we are given authorization to go ahead and executive purchase of the contract once a vendor is selected rather than having to go individually to our Boards to do this.

Haugen commented that by doing this jointly we are estimating a savings of at least 30% in total cost to the ND MPOs, and rather than doing a bridge intercept survey we will be getting GPS tracked data of origin destinations. He added that our metropolitan area will also be getting some from our periphery area for sort of a general direction of external trips as well.

Grasser asked if as part of this data we will get a sense of how many people are commuting back and forth to work from outside the area. Haugen responded that we would, however we won't get a sense of where they are actually from, but we will get a sense of how many are coming into the area.

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Grasser asked if this would be one day of data. Haugen responded that it will be one month of data, October 2015 data. West asked if they would be accounting for the sugar beet truck traffic during that month. Haugen responded that there would be some accounting for that traffic. He added that, if you will recall, our Travel Demand Model is going to be upgraded to have a freight component in it. He said that MAP-21 created a freight program but didn't fund it, FAST continued the program and funded it and then placed some planning requirements on us to beef up our freight plan, so this is one of the ways we are going to be doing that, adding freight to our travel demand model. West asked, though, if it will subtract that traffic because if you do your counts in October you are going to get an unusually high freight number, and that wouldn't be fair to the rest of the year. Haugen responded that the October tube count is factored for the month it collected in already from a state-wide perspective, so it is factored downward, probably, because of how it compares to, say March, so that is all factored in when that count comes from the NDDOT; seasonal adjustment factors, monthly factors, etc. will all be accounted for.

***MOVED BY ROOD, SECONDED BY WEST, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE RFP FOR ORIGIN/DESTINATION DATA, AS SUBMITTED.***

***Voting Aye: Lang, Erickson, Konickson, Johnson, Kuharenko, Bail, Rood, and West.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Ellis, Riesinger, Christianson, Magnuson, and Sanders.***

**MATTER OF MINNESOTA NHS CONNECTORS**

Haugen reported that we discussed the Minnesota NHS Intermodal Connectors at our last meeting and MnDOT asked us to give them something by the end of December.

Haugen referred to a map, and explained that, because of the beet facility here; and the tonnage that it processes, and both the truck and rail movement coming out of it, the existing NHS routes are shown in black on the map, and the proposed connectors are shown in red. He pointed out U.S. Business #2 and 5<sup>th</sup> Avenue N.E. are being proposed be added.

Haugen stated that, as noted in the staff report, he did have a question for the DOT concerning the truck/rail that was assigned to 4<sup>th</sup>, and what exactly that will that mean; will we need to have a ?? connection to it, or was it just a truck/rail facility with the agricultural product. He said that MnDOT has not replied with an answer to that question, so any motion made today will be cognizant of MnDOT responding to that question.

Haugen referred to a map, and went over the current and proposed NHS connectors.

***MOVED BY BAIL, SECONDED BY KONICKSON, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE PROPOSED MINNESOTA NHS INTERMODAL CONNECTORS, AS SUBMITTED.***

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***Voting Aye: Lang, Erickson, Konickson, Johnson, Kuharenko, Bail, Rood, and West.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Ellis, Riesinger, Christianson, Magnuson, and Sanders.***

**MATTER OF TRANSIT DEVELOPMENT PLAN UPDATE**

Kouba reported that they are coming into the home stretch. She said that they finished all of the preliminary work and got a lot of ideas and pertinent information and are now bringing forward some of their recommendations.

Kouba commented that one thing they did was to add a few performance measures due to MAP-21 and FAST requirements.

Kouba stated that they looked at different plans that are out there and gathered data from the public, from the transit agencies, and from their Study Review Committee. She added that they then asked the Study Review Committee to prioritize some of the issues discussed, and determined that the main issue was system effectiveness and performance.

Kouba referred to the packet and went over some of the key issues briefly.

Kouba reported that they also come up with some proposed changes to give the system the ability to maintain the main service area. She added that the base routes are fiscally constrained to the current budget with the route timings remaining basically the same. She went over the proposed changes and respective cost estimates briefly.

Rood commented that the BRT (Bus Rapid Transit) System includes a lot of roadway work, in excess of \$100 million. Kouba agreed, adding that the cost that they have proposed in the study was just for the roadway work at a cost of over \$40 million, so it doesn't include the extra buses or the frequency of service, operations, maintenance, stations, collections, etc.

Kouba reported that because of the cost of the BRT System; with Route 4, using the streets that are already in place, to increase the frequency we would only have to purchase three more buses, and operate three more routes, and the cost would be much less so that would probably be one of our recommendations; as in incremental step, to improve our current transit service to the point where you have a lot of ridership that needs only a very few stops in certain areas.

Rood asked when the draft is expected to be completed. Kouba responded that the draft probably won't be available until the March 10<sup>th</sup> timeframe.

Grasser asked if the BRT between downtown and the Student Union, or the Alerus. Erickson responded that it is between downtown and the Alerus Center. Rood explained that the idea that came up a few years back was between downtown and the Alerus, and to maybe aim for UND as a Phase 1 and then try to expand it, but there are things that we can do from now until then to improve the frequency as Teri said, but the grand vision that came up from a few individuals was things like designated roadways, green lights all the way for the buses, a quick few minute trip

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from here to there, and promote it as a tourism and economic development tool, and it is a very intricate idea. Kouba added that it also includes the development of the warehouse area as well.

Grasser said that he is just wondering if there is a way of getting close to that; and maybe that should be an option on the City Council side, do you want to buy an additional bus, you can just simply run, say Phase 1 from downtown to the Memorial Union or such, and just run that. He added that there is at least one person that is toting the idea pretty hard, and he thinks that some of it may end up in our Long Range Transportation Plan outlook too, but he is wondering if there is a way to try to replicate some of that service, and again you can make it an option for the city to run that extra bus a day and a night shift. In any event he is just trying to figure out how to deal with this issue. Rood commented that they have never received the “go ahead and run a pilot, here’s your funding” because they don’t have access to the federal funding to run a pilot or add a route because that would involve taking away another route, and would involve the public input process, and justification; but she thinks the expectation is that if we put a big plan together we will get 80% of this federally funded, but the programs that most communities are looking to for BRT, they are proving that they’ve got a 5 million ridership per year, and we are nowhere near that.

Grasser commented that there are the same exact issues in engineering on a number of projects; there’s that disconnect, and a lot of times it is not even an official action, but there seems to be an expectation that builds and a disappointment when something doesn’t happen, so he is just wondering if there is a way to try to deal with that. Kouba stated that with Route 4, if you put an extra bus onto it you would get 30 minute headways, and if you put three extra buses on it you would get 15 minute headways; so it gets you that same frequency as that BRT is talking about. Rood added that that is as good as it gets in this area, is 15 minute headways. Kouba said that in reality a 30 minute headway is the golden standard around here. Grasser asked if on Route 4 you took away some of the zig-zagging you could probably cut another five minutes off the route, but he doesn’t know if you could pick it up on some other route, probably not, but that would come closer and then you could actually measure how long it is and with it being straighter, how much time could you gain.

Haugen referred to a slide that explains what a BRT System is, and pointed out that ported that this is the most likely federal program that would fund it, 5309 small starts. He explained that that if you go back to what they fund, you need to have a system that operates in these five ways, so over 50% of your route needs to be a dedicated bus route, the route must have defined stations, the route must provide faster passenger travel times, the route must provide short headway service, and the provider must apply a separate and consistent brand identity to stations and vehicles.

Haugen commented that what we will currently add with UND, and this cost neutral, is a 60-minute headway service; cost plus we are asking for a quarter million dollars for peak period times gets 30-minute headways for UND from downtown. Rood added that she doesn’t see us implementing the cost neutral, which would reduce service to UND, she thinks we will commit to raising the funds or budgeting somehow to implement the cost plus, otherwise we will continue as is, or maybe make partial changes.

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Grasser asked if, through this process is there a way that get some of this information into, because he thinks if we try avoid the issue of the BRT it will keep getting pushed. Rood added that engineering keeps being asked why they aren't incorporating some BRT elements into road projects. Grasser agreed, and said that he is just suggesting we should think about how we can somehow address that because he thinks it will consistently keep coming back up. Kouba responded that we need to improve the current system before we can really get into the BRT, so that would be the final statement in the report.

**OTHER BUSINESS**

a. 2016 Annual Work Program Project Update

Haugen stated that the updated monthly progress table was included for your information.

Grasser commented that he has people asking him about the Long Range Transportation Plan, and we deal with components like land use, which has been going on for a year; and he is wondering if it would be worthwhile to put together almost like a second section that deals with the entire Long Range Transportation Plan, and its different components; those that are going on, and those that will be going on, the timelines for each cell, so that people can be informed because there is a big disconnect between, when we get to the end, between maybe a land use plan that happened maybe three years prior to that, so at least people can kind of see how it comes together, it might be helpful.

b. AMPO Newsletter

Haugen reported that on Friday, AMPO sent out an e-mail saying what they think is going to happen with the performance management systems yet to be promulgated. He said that they were expecting OMB to publish something today on bridge and pavement; and something by the end of the month on the performance measures on the NHS and Interstate system

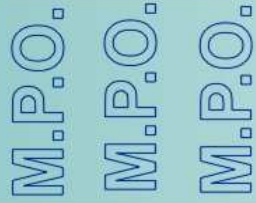
**ADJOURNMENT**

***THE DECEMBER 14<sup>TH</sup>, 2016, MEETING OF THE TECHNICAL ADVISORY  
COMMITTEE ADJOURNED AT 3:24 P.M.***

***MOTION CARRIED UNANIMOUSLY.***

Respectfully submitted by,

Peggy McNelis, Office Manager



## Grand Forks - East Grand Forks Metropolitan Planning Organization

# MPO Staff Report

**Technical Advisory Committee: January 11, 2017**

**MPO Executive Policy Board: January 18, 2017**

**RECOMMENDED ACTION: Sorlie/Kennedy Bridge Projects Update**

Matter of Sorlie/Kennedy Bridge Projects Update.

### **Background:**

Sorlie: Oral update at meeting.

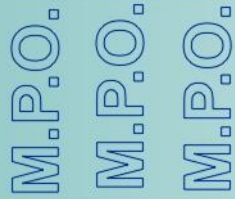
Kennedy: Oral update at meeting.

### **Findings and Analysis:**

- None.

### **Support Materials:**

- None.



# Grand Forks - East Grand Forks Metropolitan Planning Organization

**MPO Staff Report**  
**MPO Technical Advisory Committee: January 11, 2017**  
**Executive Policy Board: January 18, 2017**

**RECOMMENDED ACTION:** Forward A Recommendation To The MPO Executive Policy Board That They Approve The Transportation Alternative Application From The City Of East Grand Forks

Matter of the City of East Grand Forks Application for Transportation Alternatives Funding.

**BACKGROUND:**

This report brings for your consideration two submissions for funding made by the City of East Grand Forks, MN to the Transportation Alternatives Program. According to stated requirements, a Resolution Accepting Responsibility as Sponsoring Agency and an Agreement to Maintain the Facilities, were passed in support of these Applications by the East Grand Forks City Council on December 20<sup>th</sup>, 2016

The Transportation Alternatives Program (TAP) is a federal funding program, established by the U.S. Department of Transportation in 2012. The objective of the program is to guide the growth and development of the country's vital transportation infrastructure. TAP provides funding for a number of programs defined as transportation alternatives.

The program includes: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility. TAP also supports community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The Application process consists of two steps:

- First, submittal of a Letter of Intent (LOI) describing the key components of their project.
- Second, completion and submittal of the full Application.

According to the Grant solicitation timeline, selected projects will be included in the Minnesota DOT's State Transportation Improvement Program for fiscal years 2018 to 2021.

The TAP Application made by the City of East Grand Forks includes the following projects:

- a) Infrastructure: Sidewalk Extensions on 20th Ave SE and 13th St SE/Safe Routes to School
- b) Non-Infrastructure: Safe Routes to School East Grand Forks



## **ANALYSIS AND FINDINGS OF FACT:**

### a) Infrastructure: Sidewalk Extensions on 20th Ave SE and 13th St SE

The Application indicates that the City of East Grand Forks would like to build extensions to their Safe Routes to School Sidewalks along the south side of 13th St SE from 17th Ave SE to 20th Ave SE (on school property), including a small portion on the north side of 13th St SE from 19th Ave SE to 20 Ave SE; and then head north on the east side of 20th Ave SE to close a few missing gaps in the SRTS walking/biking maps.

The project, when completed, offers a number of benefits. For instance, the project offers to improve walkability and accessibility to the South Point Elementary School. It helps to reduce congestion on school premises as more children will be able to safely walk to and from school on their own according to their age and abilities. It fosters a stronger sense of community as walking and biking to school brings families, neighbors, school officials and community leaders together. The project offers to improve the directness, continuity, security and the safety of the street crossings on the existing sidewalk network.

In the past, sidewalks and/or multi-purpose paths were not required in these developments. Residential developments in proximity were created absent of facilities for bikes or pedestrians other than the regular street system. In public hearings, residents have expressed their support for sidewalk construction, and would like newly constructed neighborhood sidewalk to extend beyond their street and finish the safe route to school gap.

### b) Non-Infrastructure: Safe Routes to School East Grand Forks

As outlined in the Application, Safe Kids Grand Forks is seeking funding to support SRTS coordinator's activities over a three year period, and to continue and expand their SRTS non-infrastructure programming at the K-8th grade schools in East Grand Forks. As Infrastructure projects increase the opportunities for students to walk and bicycle to school, the implementation of educational activities becomes paramount. The SRTS Application entails that advancement of educational activities focused on improving driver's behavior, promoting safe practices at arrival to and dismissal from school for students, staff and parents; and supervising walking programs that teach students pedestrian safety skills and offer incentives for participation. The proposed educational programs are consistently supported by local law enforcement agencies as they increase their presence at school crossings during morning arrival and support the walking programs.

The MPO staff has reviewed the projects submitted in this application. The objective is to search for consistency with the Transportation Plan and project eligibility for the requested funding program. Both proposals are consistent with goals and objectives advanced by the Long Range Transportation Plan. The sidewalk extension project is consistent with goals and objectives outlined in the current Bicycle and Pedestrian Plan. Similarly, the Safe Routes to School Application will contribute to the advancement of the School Safety goals held by the MPO.

## **SUPPORT MATERIALS:**

2017 Complete TA Application with Map, Cost and Resolutions

# Transportation Alternatives Solicitation

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## Full Application

# Transportation Alternatives Solicitation Full Application

## Section 1: General Information

NOTES: If your overall project contains non-eligible or non-transportation related elements, please mention the entire project in the brief project description, but concentrate the application, budget, etc. on the elements that are eligible and transportation related.

Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project – including the potential use of Eminent Domain.

### Project Information

**Name of project:** 13<sup>th</sup> Street SE and 20<sup>th</sup> Ave SE Sidewalk project with corresponding Safe Kids non infrastructure programming.

**Project is located in which area transportation partnership(s):** ATP District 2

**Project is located in which county(ies):** Polk County

**Brief project description:** The City of East Grand Forks would like to build sidewalk extension to our Safe Routes to School Sidewalks along the south side of 13<sup>th</sup> St SE from 17<sup>th</sup> Ave SE to 20<sup>th</sup> Ave SE (on school property), including a small portion on the north side of 13<sup>th</sup> St SE from 19<sup>th</sup> Ave SE to 20<sup>th</sup> Ave SE and then head north on the east side of 20<sup>th</sup> Ave SE to close a few missing gaps in the SRTS walking and biking maps/ with the infrastructure project, we are asking to find Safe Kids to continue the Safe Routes to School non-infrastructure programming and education in the East Grand Forks schools. Their contained support and guidance to the students for walking and biking to schools is both a benefit and a necessity.

**Project applicant:** City of East Grand Forks

### Contact Information

**Contact person (from applicant agency / organization):** Steve Emery, City Engineer

**Mailing address:** 1600 Central Avenue NE

**City:** East Grand Forks **State:** Minnesota **Zip:** 56721-1570 **Phone:** 218-773-1185

**Fax:** 218-773-3348 **Email:** [Steve.Emery@wsn.us.com](mailto:Steve.Emery@wsn.us.com) **Sponsoring agency (if different than applicant):** Click here to enter text.

**Contact person (from sponsoring agency, if different than applicant):** Click here to enter text.


**Signatures**

  
\_\_\_\_\_  
(Applicant Signature)

1/04/17  
\_\_\_\_\_  
(Date)

\_\_\_\_\_  
(Sponsoring Agency Engineer Signature)

\_\_\_\_\_  
(Date)

  
\_\_\_\_\_  
(Local Unit of Government Signature)

1/4/17  
\_\_\_\_\_  
(Date)

\_\_\_\_\_  
(If in MPO area, signature of MPO Executive Director)

\_\_\_\_\_  
(Date)

## Section 2: Project Budget

Please identify what costs will be incurred to carry out the proposed project, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. (Attach additional sheet(s) if necessary.)

Cost estimates are to be submitted in current year dollars<sup>1</sup>.

**Table A – Eligible Items**

Eligible work / construction item	Estimated quantity	Unit cost	Total cost
<i>attached</i>			

**Table B – Non-Eligible Items<sup>2</sup>**

Non-eligible work / construction item	Estimated quantity	Unit cost	Total cost
<i>all</i>			

### Total Project Budget

1. Total cost of proposed project: (Total Table A + Total Table B): \$228,347.70 (Sidewalks) + \$37,500.00 (Safekids) = \$265,847.70
2. Items not eligible for Alternative funding: (Total Table B): \$56,657.70
3. Total eligible costs – recommended range \$100,000 to \$1 million<sup>3</sup> (Total Table A): \$171,690.00 + \$37,500.00 = \$209,190.00
4. Applicant’s contribution toward the eligible alternative project costs – minimum 20% match required: \$41,838.00 (20% match) + \$56,657.70 (engineering) = \$98,495.70
5. Total amount requested in transportation alternatives funds (#3 minus #4): \$209,190.00 - \$41,838.00 = \$167,352.00

<sup>1</sup> Grant recipients will need to provide a match based on the year of construction estimate developed when the grant is awarded.

<sup>2</sup> Includes Right of Way or Land Acquisition (appraisal fees, legal fees, etc.), Administrative Costs (preliminary and Transportation Alternatives Solicitation Full Application

construction engineering and contingencies)

<sup>3</sup> See ATP Project Evaluation section of this document for any additional requirements related to project costs



# ENGINEER'S ESTIMATE OF COST



## 2017 Safe Routes To School Sidewalk Extensions (20th Ave SE & 13th St SE) East Grand Forks, Mn

**Table A - Eligible Items**

DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
Mobilization	LS	1	\$ 10,000.00	\$10,000.00
Traffic Control	LS	1	\$ 7,500.00	\$7,500.00
Remove & Replace 6" Concrete Driveway	SY	305	\$ 70.00	\$21,350.00
Remove & Replace Concrete Sidewalk	SF	394	\$ 10.00	\$3,940.00
Remove & Replace Concrete Curb & Gutter (B624)	LF	318	\$ 50.00	\$15,900.00
Common Excavation	CY	300	\$ 15.00	\$4,500.00
Aggregate Base, CL 5 (CV)	CY	85	\$ 50.00	\$4,250.00
4" Concrete Sidewalk	SF	11250	\$ 6.50	\$73,125.00
Detectable Warning Panels	SF	185	\$ 50.00	\$9,250.00
Crosswalk Markings	SF	600	\$ 15.00	\$9,000.00
Topsoil Borrow	CY	165	\$ 25.00	\$4,125.00
Turf Establishment	SY	2500	\$ 3.50	\$8,750.00
<b>Total Cost - Eligible Items</b>				<b>\$171,690.00</b>

**Table B - Non Eligible Items**

DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
Engineering - Plans and Specifications (12%)	1	LS	\$ 20,602.80	\$20,602.80
Engineering - Construction Staking & Inspection (10%)	1	LS	\$ 17,169.00	\$17,169.00
Administration (3%)	1	LS	\$ 5,150.70	\$5,150.70
Legal (3%)	1	LS	\$ 5,150.70	\$5,150.70
Contingencies (5%)	1	LS	\$ 8,584.50	\$8,584.50
<b>Total Cost - Non Eligible Items</b>				<b>\$56,657.70</b>

## East Grand Forks SRTS Non-Infrastructure Budget Request – October 2016, LOI Budget

(This budget is based a 3 year period. As per the grant information, the grant will run for a period of three academic years.

<p>1. Pedestrian and Wheeled Sports Coordination</p>	<ul style="list-style-type: none"> <li>• Safety on Wheels and Takin' to the Streets:</li> <li>• Encouragement Activities</li> <li>• "Getting to School Safely" Pedestrian Safety Presentations – Event Coordination</li> <li>• Walk to Win and Walking School Bus Activities:</li> <li>• For participation in future engineering studies.</li> <li>• Back-to-School Open House Orientation &amp; Community Events</li> </ul>	<p>220 hours x 3 years x \$20 =</p> <p><b>Total: \$21,600</b></p>
<p>2. Training supplies for Safety on Wheels Presentations</p>	<ul style="list-style-type: none"> <li>• Bicycle Safety Training booklets for 3<sup>rd</sup> graders</li> <li>• Bike/Multi-sport Helmets (for low income children)</li> </ul>	<p>200 x \$.75 x 3 years = \$450</p> <p>30 x \$10 x 3 years = \$900</p> <p><b>Total: \$1350</b></p>
<p>3. Encouragement campaigns</p>	<ul style="list-style-type: none"> <li>• Incentive/safety items (i.e. books, reflective items, etc.)</li> </ul>	<p>300 items/year x 3 schools x \$1 x 3 years + \$2700</p> <p><b>Total: \$2700</b></p>
<p>4. Training supplies for School Safety presentations.</p>	<ul style="list-style-type: none"> <li>• Educational materials</li> </ul>	<p>1500 x \$.10 x 3 years = \$450</p> <p><b>Total: \$450</b></p>
<p>5. Community Education</p>	<ul style="list-style-type: none"> <li>• Production of PSAs</li> <li>• Community education flyers</li> </ul>	<p>1 PSA x \$600 x 3 years = \$1800</p> <p>5,000 x \$1 x 3 years = \$7500</p> <p><b>Total: \$9400</b></p>
<p>6. School safety items</p>	<ul style="list-style-type: none"> <li>• Cones, crossing guard vests, stop paddles</li> </ul>	<p>\$2,000</p> <p><b>Total: \$2,000</b></p>



**East Grand Forks SRTS Non-Infrastructure Budget Request – October 2016, LOI Budget**

(This budget is based a 3 year period. As per the grant information, the grant will run for a period of three academic years.

**Budget Summary:**

1. Pedestrian and Wheeled Sports Coordination	<b>\$21,600.00</b>
2. Training supplies for Safety on Wheels Presentations	<b>\$1350.00</b>
3. Encouragement campaigns	<b>\$2700.00</b>
4. Training supplies for School Safety presentations.	<b>\$450.00</b>
5. Community Education	<b>\$9400.00</b>
6. School safety items	<b>\$2000.00</b>
<b>Total</b>	<b>\$37500.00</b>

## RESOLUTION NO. 16 – 12 - 123

Council Member Tweten, supported by Council Member DeMers, introduced the following resolution and moved its adoption:

### **Resolution Accepting Responsibility as the Sponsoring Agency**

Be it resolved that The City of East Grand Forks is acting as sponsoring agency for a Transportation Alternatives project identified as 13<sup>th</sup> St SE and 20<sup>th</sup> Ave SE sidewalk project with corresponding Safe Kids non-infrastructure programming and acknowledges herewith that it is willing to be the project sponsor; knowing full well that such sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations.

Be it further resolved that Steve Emery, City Engineer is hereby authorized to act as agent on behalf of this applicant.

---

### **Agreement to Maintain Facility**

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way acquired without prior approval from the FHWA; and

WHEREAS: Transportation Alternative projects receive federal funding;

WHEREAS: The Minnesota Department of Transportation (Mn/DOT) has determined that for projects implemented with alternatives funds, this requirement should be applied to the project sponsor; and

WHEREAS: the City of East Grand Forks is the project sponsor for the transportation alternatives project identified as the 13<sup>th</sup> St SE and 20<sup>th</sup> Ave SE sidewalk project and corresponding Safe Kids non-infrastructure program.

THEREFORE BE IT RESOLVED THAT the City of East Grand Forks the Project Sponsor hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation enhancement project.

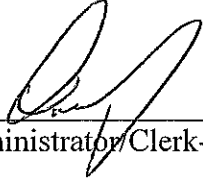
*Voting Aye: DeMers, Vetter, Pokrzywinski, Buckalew, Tweten, Olstad, and Grassel.*


*Voting Nay: None.*

The President declared the resolution passed.

Passed: December 20, 2016

Attest:

  
\_\_\_\_\_  
City Administrator/Clerk-Treasurer

  
\_\_\_\_\_  
President of Council

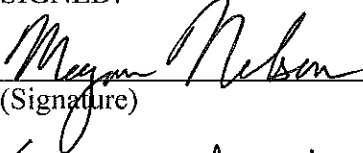
I hereby approve the foregoing resolution this 20<sup>th</sup> of December, 2016.

  
\_\_\_\_\_  
Mayor


*Certification*

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by City of East Grand Forks on this 21<sup>st</sup> day of December 2016.

SIGNED:

  
\_\_\_\_\_  
(Signature)  
Executive Assistant  
\_\_\_\_\_  
(Title)

WITNESSED:

  
\_\_\_\_\_  
(Signature)  
Comm. Development Director  
\_\_\_\_\_  
(Title)

\* see attached

## Section 5: ATP Project Evaluation

Projects are reviewed and prioritized by ATP-2 using federal, state and ATP guidelines. The project coordinator will be the primary contact person between ATP-2, Office of State Aid, and the sponsoring agency. This person will be responsible for ensuring the application guidelines are followed and all ATP and project development deadlines are met. The minimum project size must be at least \$50,000 in federal funding. Generally, TAP funding is limited to the annual target amount for TAP in ATP 2 for any single project or a maximum of \$750,000 for projects that could be linked. Geographic equity throughout ATP-2 will be promoted without compromising overall project quality. Projects that leverage funds from other sources, or can demonstrate a high level of confidence of a 20 percent match will be encouraged. ATP-2 will assess match requirements on a case-by-case basis as necessary. Less than 20 percent match with explicit ATP approval may be possible in cases where there are extenuating circumstances.

Applicants must specifically and directly address each criterion below on the application to qualify and receive points. Applicants will also be given an opportunity to present their project to the ATP. ATP-2 members will review and score each application based on the criterion set forth. Eligible projects will be prioritized based on the highest average score. ATP-2 will review the scoring results and make final project selection recommendations for inclusion in the ATIP.

**Criteria #1: Impact on the Transportation System (0 – 10 Points)**

*Describe the impact of your project and its relationship to the existing transportation system.*

Projects with anticipated high levels of use that demonstrate strong relationships and function with the transportation system would be awarded the most points. Higher scores will also be given to projects that can demonstrate substantial positive impacts on the transportation systems and its users including safety, economic development and aesthetic/environmental improvements.

**Criteria #2: Part of a Larger Project Concept (0 – 10 Points)**

*Describe the relationship between the activities proposed in this project and any larger projects or conceptual comprehensive plan. Why is this project important to a larger project concept (if any) or comprehensive plan?*

Multi-dimensional projects and projects that use enhancement funding as a part of a larger, unified or comprehensive project(s) have the potential to score better on this criteria than stand alone projects. For example, an application for bicycle facility improvement that is the final link of a larger bike route system, or an application for an interpretive facility, which completes a larger complex, will be given higher weighting.

**Criteria #3: Planning Integration/Quality (0 – 50 Points)**

*Outline the planning that has been undertaken in preparation prior to submitting the application.*

*Include descriptions of the process and any integration of this project with other planning*

*efforts. Outline your entire planning process and describe where you are currently in the process.*

The intent of these criteria is not merely to have the project listed in a plan. Applicants having well thought out and well designed projects will receive higher scores. Projects showing a relationship to other activities, programs, or facilities will also score higher. Applicants should address the need for a) right of way, b) what environmental and project issues may be discussed in the Project Memo, c) the project timeline, d) what impacts there are to adjacent properties, e) and alternatives considered.

**Criteria #4: Financial Considerations (0 – 15 Points)**

*Describe the amount of match, and the variety of non-federal funding sources that are, or will be, a part of this project. Describe the commitment of the local share.*

Preference will be given to projects exhibiting a high degree of assurance the project will be delivered within a specific time frame. Part of this assurance is reflected in the guarantee and amount of local match. Applicants that do not obtain resolutions from appropriate entities sponsoring the project will not be accepted.

**Criteria #5: Support Transportation Alternative Program Outcome Objectives (0 – 15 Points)**

*Describe how the proposed project meets these following TAP objectives:*

- a. Identified in Statewide and Regional Plans - Is the proposed project identified through statewide and regional planning processes and documents (e.g. MnSHIP, Statewide Bicycle Plan, MPO plans).
- b. Support Safe Routes to School - Is the proposed projects approved as part of the SRTS program will count toward this goal; the MnDOT SRTS coordinator will need to sign off on projects looking to apply as SRTS projects.
- c. Support Scenic Byways – Is the proposed project located on a scenic byway and approved by the local scenic byway organization.
- d. Serve a Transportation Purpose – Does the project serve a transportation purpose (e.g. commuting, access to destinations) as their primary function rather than a recreational purpose.

# ATP CRITERION TO APPLY FOR THE TRANSPORTATION ALTERNATIVE PROJECT FUNDS - 2017

1. **IMPACT ON THE TRANSPORTATION SYSTEM:** After South Point elementary and the middle school were constructed, identified safe routes to each school were developed by the local Metropolitan Planning Organization, with collaboration from the local school districts, police, representatives of PTOs and traffic engineers. The routes for the "Point" in East Grand Forks were challenging given that for the most part, sidewalks did not exist. The nearest residential developments were created absent of facilities for bikes or pedestrians other than the regular street system because sidewalks and/or multi-purpose paths were not required in these developments. The City of East Grand Forks has been able to fill some of these voids with SRTS funds, however, new neighborhoods are being developed beyond the schools (with sidewalks within the neighborhood) and they are missing the final sidewalk connections to South Point Elementary. We have heard from these residents at public hearings that they want sidewalks and would like their newly constructed neighborhood sidewalk to extend beyond their street and finish the safe route to school gap. These sidewalks should have no negative impact to the transportation system (or parking), but only help separate walkers from vehicular traffic, buses and trucks.

As part of the SRTS infrastructure work, the city of East Grand Forks has continued to support non-infrastructure programming to enhance engineering and environmental improvements. Our Safe Routes To School (SRTS) programs have focused on promoting walking and biking as alternative forms of transportation for children, families and the community within in the existing infrastructure of sidewalks and bike paths. The programs have improved safety, not just for children, but for a community of pedestrians and bicyclists. Further SRTS focus on education, encouragement and enforcement will provide opportunities for people to become more physically active and to rely less on their motor vehicles. This SRTS program has the potential to continue to benefit the environment and community's quality of life by reducing traffic congestion and motor vehicle emissions with no negative impact on the overall transportation system.

2. **PART OF A LARGER PROJECT CONCEPT:** Sidewalks, specifically paved sidewalks, are an important piece of a walking route to school. Paved sidewalks are "pedestrian lanes" that provide people with space to travel within the public right-of-way separated from motor vehicles and on-road bicycles. Sidewalks provide places for children to walk, run, skate and play, and are often used by young bicyclists. Sidewalks improve mobility for pedestrians and provide access for all types of pedestrian travel to schools, as well as work, parks, shopping areas, transit stops and other destinations. These sidewalks would help "complete" these streets and further improve safe travel for the growing number of children on the Point Area that are walking and biking to school. This sidewalk facility is also part of a larger plan for the Point area (see Bygland Road Study) where roundabouts and a HAWK signal are proposed to help traffic flow and bike/ped safety. As more and more children are

walking and riding the bikes to the schools, parks and neighborhood houses; future bike lanes, roundabouts and HAWK signal will help improve connectivity, flow and safety.

That said we know from extensive experience with programming in the NE North Dakota and NW Minnesota regions, that laying sidewalk and making engineering improvements need to be supported by non-infrastructure programming. In order to build a multi-modal community, educational and encouragement activities are warranted and the use of new infrastructure needs the support of law enforcement.

Given the focus of the MPO and the City of East Grand Forks on creating a more pedestrian and bike friendly community, a Safe Routes To School program can only serve to enhance their plans. When families begin to embrace walking and biking to school as a viable option, the potential exists for greater use of all pedestrian and bicycle facilities.

3. **PLANNING INTERGRATION/QUALITY:** The City of East Grand Forks has adopted a number of plans that address a need for on road bike facilities. These plans include: East Grand Forks Comprehensive Plan, 2045 Land Use Plan Update, and the 2045 Long Range Transportation Plan which includes an Alternative Modes Transportation Plan. Therefore: a) there is no need to purchase or expand R-O-W; b) there should be no environmental or project impacts the existing roadways; c) a project timeline for implementation will be developed if funds are granted, however Work will be completed in the Summer of the grant year (2019).

The city has a history of supporting non-infrastructure programming to enhance infrastructure improvements. Safe Kids Grand Forks is seeking to coordinate the Safe Routes To School programs in East Grand Forks.

In conducting Safe Routes To School Programs, Safe Kids activities are comprehensive, collaborative and multi-faceted. We also customize our programming to the unique challenges each school and community face in the transportation of school children. Many of these programs have been, or will be, initiated and enhanced in the new grant cycle.

#### **Education and Encouragement:**

Getting to School Safely: In the fall semester, Safe Kids offers a program entitled "Getting to School Safely". We can conduct site-specific pedestrian safety presentations to students in elementary and middle schools (K-8th). The presentations can be customized to each school and updated to reflect infrastructure improvements with photos of their crosswalks, safe places to cross and problem areas to avoid. As part of the presentation, students receive educational fliers for their parents, activity books, and incentive items. Our plans are to continue and expand these presentations to our schools, adjusting the teaching style and content to match the appropriate age level of the students being targeted.

Encouragement Campaigns: As a follow-up to the safety presentations, we offer the schools an opportunity to further encourage safe crossing behavior by recognizing children who use crosswalks appropriately and make the choice walk and bike to school. Where possible, we team up with local businesses to provide incentive coupons for these campaigns. We would use SRTS funds to purchase additional incentive items as needed.

Walking School Buses and Remote Parking: In the past, parent surveys have indicated that the lack of adult supervision of children is a significant barrier to children walking to school. Safe Kids has had some success in the East Grand Forks Schools with encouraging parents to park “remotely” and have their children walk from an alternative location. This has included encouraging the use of side streets further from the school, church parking lots and park district parking lots. Future programming will focus on integrating walking school buses into new infrastructure.

East Grand Forks Safety Camp: Each fall, the EGF Park District and Safe Kids hosts a day-long safety camp for all the 4th graders in East Grand Forks. During this camp, bike safety and pedestrian safety are discussed and interactive stations are provided to emphasize the talking points. Children are given the opportunity to sit in a FedEx truck and visualize the blind zones associated with large vehicles. They are taught about how to utilize crosswalks and clothing to wear to be visible. Helmet use for biking and the dangers of head injuries are also discussed. This program has been in existence for several years and we hope to continue it in the future.

“Safety on Wheels”: Each year, Safe Kids and the Optimists Club visit local elementary schools and offer a program called “Safety on Wheels” to third grade students. This presentation focuses on wheeled sports. We teach the children about head injuries and how helmets prevent them from occurring. Helmets are distributed to the children and one week following the classroom presentation, the Optimists Club holds a bike rodeo to teach the “rules of the road”. This program has been offered at South Point Elementary School in East Grand Forks for over 10 years. We would use SRTS dollars to purchase helmets for low-income students and fund the coordination of this program.

“Takin’ It To the Streets” Safety Presentation and Ride: This program is conducted over two days with fifth or sixth grade students in cooperation with the physical education teachers. The overall goals of this program are to reinforce the importance of helmet use, relay the benefits of biking to school rather than riding in a car, teach safe cycling skills (both on the road and on the trails) and encourage kids to bike to school. We have not been able to initiate such a program in East Grand Forks to date but are working on implementation in the spring of 2017.

Community Awareness Campaign: As with any infrastructure improvement, providing education to the community, including those who travel through school zones, is imperative to creating safer environments for students walking and biking to school.



Safe Kids uses social media and other forms of communication to connect with their audience of parents and caregivers. Some of them include:

- Weekly blog on a locally hosted site
- Facebook page with over 1200 "Likes"
- Quarterly Safe Kids Newsletter (Distributed to over 10,000 people in the region)
- Radio and television interviews (conducted nearly weekly in the East Grand Forks listening area)
- School Newsletter submissions
- Articles in local newspapers such as the East Grand Forks Exponent and the Grand Forks Herald.
- Mailings to residents in school zones

Enforcement: Safe Kids Grand Forks, through its SRTS programs, has developed a strong partnership with city of East Grand Forks Police Department. Officers have assisted with supervised walking programs as well as increased enforcement at intersections where driver behavior is a concern. Law enforcement will need to be an integral part of transitioning to infrastructure improvements.

4. **FINANCIAL CONSIDERATIONS:** East Grand Forks has a strong history of delivering Transportation Alternatives projects. We have applied and received federal funding for past Transportation Enhancement and Safe Routes to School projects. We are familiar with the process required to receive and spend federal funds. The City will budget our local share first into our 5 year Capital Improvement Plan whether we have officially received the funds or not; and then formally into our yearly budget for the year of construction to commit general funds for the local match. Additionally, the City of East Grand Forks has received participation and support from all organizations within the City. The City Council and neighborhood property owners have requested this project for the past year, working with Engineering, Planning, Public Works and the GF-EGF MPO to design this project. As well, the East Grand Forks City Council unanimously passed a resolution both in support of construction and maintenance of the proposed sidewalk and for the continued presence and programming of Safe Kids within the East Grand Forks schools.

As stated, Safe Kids Grand Forks provides the coordinator for SRTS programming. Safe Kids has Altru Health System as its lead agency. Altru Health System can provide limited support of the coordinator during gaps in grant funding. However, these activities will be restricted and may not include the full scope of programming that would be available with the grant funding for which we are applying. They will also not include many of the resources that are included in the grant that would further enhance the pedestrian and bike safety initiatives in that community.

5. **SUPPORT TRANSPORTATION ALTERNATIVE PROGRAM OUTCOME OBJECTIVES:**

- a) Identified in Statewide or Regional Plans –It is identified in our Long Range Transportation Plan – Alternative Modes Section and in the Safe Routes to School study.
- b) Support Safe Routes to School program – Although the SRTS plan supports children riding and walking to school on a separate facility from vehicles (on the sidewalks), this proposed facility will separate both walkers and riders from vehicles, buses and trucks on a sidewalks. This also keeps the kids from crossing the intersection to get on the south side of 13<sup>th</sup> St SE and on school property. SafeKids Grand Forks, our SRTS coordinator, would support this facility and provide the training and education to all walkers and riders to improve their understanding and use of safe routes to school. They would also provide education to those driving thru advertisements and social media postings.
- c) Serve a Transportation Purpose – This proposed facility will provide direct access for walkers to the south end schools and help complete our streets in the Point area. Lack of sidewalks has been an issue for East Grand Forks and we are slowing working towards Complete Streets.

DATE	10/20/2011
SCALE	AS SHOWN
DRAWN BY	SKB
CHECKED BY	SKB
FOR MARKETS	SKB
NO. OF SHEETS	1
TOTAL SHEETS	1
PROJECT NO.	11-0001
PROJECT NAME	SALE ROUTES TO SCHOOL
CLIENT	SALE ROUTES TO SCHOOL
LOCATION	17th Ave SE, 18th Ave SE, 19th Ave SE, 20th Ave SE, 10th Street SE, 13th Street SE
DATE	10/20/2011



## Section 6: MPO Scoring Criteria

# Setup Scoring Categories & Factors

Score System

Max. Score

## Adjust Scoring Categories

(Use TAB key to navigate.)

	Category	Description	Weights	Points	
<input type="text" value="1"/>	Accessibility and Mobility	Increase the accessibility and mobility options to people and freight.	<input type="text" value="15"/> %	<input type="text" value="15"/>	pts <input type="text"/>
<input type="text" value="2"/>	Environmental/Energy/QOL	Protect and enhance the environment, promote energy conservation, and improve quality of life.	<input type="text" value="10"/> %	<input type="text" value="10"/>	pts <input type="text"/>
<input type="text" value="3"/>	Integration and Connectivity	Enhance the integration and connectivity of the transportation system across and between modes for people and freight.	<input type="text" value="15"/> %	<input type="text" value="15"/>	pts <input type="text"/>
<input type="text" value="4"/>	Efficient System Management	Promote efficient system management and operation.	<input type="text" value="5"/> %	<input type="text" value="5"/>	pts <input type="text"/>
<input type="text" value="5"/>	System Preservation	Emphasize the preservation of the existing transportation system.	<input type="text" value="20"/> %	<input type="text" value="20"/>	pts <input type="text"/>
<input type="text" value="6"/>	Safety	Increase safety of the transportation system for motorized and nonmotorized uses.	<input type="text" value="15"/> %	<input type="text" value="15"/>	pts <input type="text"/>
<input type="text" value="7"/>	Local/Regional Factors	Factors of local or regional importance	<input type="text" value="20"/> %	<input type="text" value="20"/>	pts <input type="text"/>
<b>TOTAL</b>			<input type="text" value="100"/> %	<input type="text" value="100"/>	<b>pts</b> <input type="text"/>

Add **New Category**



## TIP SCORING SHEETS

### Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

0=No 1=Yes
---------------

<b>Project Number</b>		<b>Project Name</b>	
-----------------------	--	---------------------	--

<b>Category 1 Accessibility and Mobility</b>		
<i>Increase the accessibility and mobility options to people and freight.</i>		<b>Assign score 0 or 1</b>
A	Provides acceptable LOS for facility as recommended in LRTP	
B	Enhances accessibility and mobility for non-motorized users	
C	Implements recommendations in ADA ROW transition plans	
<b>Category 2 Environmental/Energy/QOL</b>		
<i>Protect and enhance the environment, promote energy conservation, and improve quality of life.</i>		<b>Assign score 0 or 1</b>
A	Implements context sensitive solutions	
B	Address EJ analysis process	
C	Decreases fuel consumption	
D	Avoids or minimize impacts to wetlands or other natural habitats	
E	Seeks to control run-off pollution	
<b>Category 3 Integration and Connectivity</b>		
<i>Enhance the integration and connectivity of the transportation system across and between modes for people and freight.</i>		<b>Assign score 0 or 1</b>
A	Project includes signage techniques to help users travel	
B	Maximize direct travel trips between major generators	
C	Address last segment/link of corridor	
D	Improves the integration/connectivity of whole transportation system	
<b>Category 4 Efficient System Management</b>		
<i>Promote efficient system management and operation.</i>		<b>Assign score 0 or 1</b>
A	Project sponsor has specific budget for maintenance	
B	Demonstrates commitment to year round maintenance	
C	Includes specific evaluation method to provide a measurement of effectiveness	

## TIP SCORING SHEETS

### Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

0=No 1=Yes
---------------

Project Number

Project Name

#### Category 5 System Preservation

<i>Emphasize the preservation of the existing transportation system.</i>		Assign score 0 or 1
A	Uses existing infrastructure instead of building brand new infrastructure	
B	Emphasizes system rehabilitation rather than expansion	
C	Incorporates new technologies	
D	Acquire/utilizes railroad ROW of other existing ROW	

#### Category 6 Safety

<i>Increase safety of the transportation system for motorized and nonmotorized uses.</i>		Assign score 0 or 1
A	Provide safety education components	
B	Enhances safe route to school route	
C	Demonstrates incorporation of appropriate traffic control devices	
D	Reduces points of conflict	
E	Enhances the public safety of non-motorized users	

#### Category 7 Local/Regional Factors

<i>Factors of local or regional importance</i>		Assign score 0 or 1
A	Conformance with LRTP, corridor studies, school safety studies of MPO docume	
B	Demonstrates analysis of project risk in implementation	
C	Provides benefit for multiple jurisdictions	
D	Advances smart growth objectives	
E	Project provides landscaping/streetscaping or similar amenities	
F	Acquire/enhances scenic/historic properties	
G	Project provides a connection to transit facilities of transit stops	

## Section 7: Application Checklist

**CHECKLIST OF COMPLETION: This checklist is for the convenience of the Applicant to ensure all Transportation Alternative Project (TAP) elements have been addressed.**

**Qualifying Activity** – Which of the general Qualifying activities does the project meet (See the Program Eligibility Requirements handout and pages 3 and 4 of the Guidebook for more details on each activity):

1. On or off-road trail facility projects
2. Infrastructure for children, older adults and individuals with disabilities
3. Abandoned railroad corridors Program
4. Turnouts, overlooks and viewing areas
5. Community improvement projects
6. Environmental mitigation activities
7. Safe Routes to School Program

**Section 1: General Information**

**Section 2: Project Budget**

Federal funds requested must be at least \$50,000 for construction purposes on a construction project. All pre-construction and ancillary costs are the responsibility of the sponsoring agency.

**Section 3: Sponsoring Agency Resolution**

State statutes require all federal funds allocated to Minnesota be accepted and distributed by a designated state agency. MnDOT is the state agency designated to administer enhancement funds. Cities over 5,000 population, counties, state agencies, and Indian reservations are eligible to submit application for these funds. Others may submit projects provided they are sponsored by one of the above agencies.

**Section 4: Resolution Agreeing to Maintain Facility**

The applicant must agree to operate and maintain the facilities constructed with enhancement funding for the useful life of the improvement. Most physical construction projects have a useful life of 20 years. Bridge construction and total reconstruction projects typically have useful lives of 50 years. The applicant must also agree to not change the use of the right-of-way acquisitions without the written approval from FHWA.

**Section 5: Project Evaluation**

1. Does the project discussion describe each of the five selection criteria?
2. Include Location Map (required)
3. Graphics, conceptual plans or photos (if desired)

**Review Northwest Area Transportation Partnership (ATP 2) Policies**

ATP-2 has established a number of policies it will use to evaluate enhancement projects:

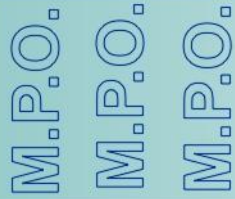
- Any linked projects will be discouraged from obtaining over \$750,000 of enhancement funding over a five-year period.
- Request at least \$50,000 in federal funds for a construction project
- Geographic equity throughout ATP 2 will be promoted without compromising overall project quality.
- Projects having substantial impact on the overall transportation systems will be encouraged.
- Projects that complete and/or are constructed in conjunction with larger transportation construction efforts/projects will be encouraged.
- Projects that exhibit good planning and design will be encouraged.



- Projects that leverage funds from other sources or can demonstrate a high level of confidence of a 20 percent match will be encouraged. ATP 2 will assess match requirements on a case-by-case basis as necessary.

**Applicants will be given an opportunity to make a short presentation before ATP 2 on the morning of February 9, 2017. This ATP 2 meeting will be at the McIntosh Community Center in McIntosh. Additional instructions will be sent out to each applicant prior to the meeting date.**

**MnDOT Contact Person: Darren Laesch, District 2 Planning Director, 218-755-6554, [darren.laesch@state.mn.us](mailto:darren.laesch@state.mn.us)**



# Grand Forks - East Grand Forks Metropolitan Planning Organization

**MPO Staff Report**  
**Technical Advisory Committee: January 11, 2017**  
**Executive Policy Board: January 18, 2017**

**RECOMMENDED ACTION: For Information Only**

Matter of the “The Northwest Minnesota Area Transportation Partnership (ATP-2)

**BACKGROUND:**

The Minnesota Department of Transportation (MnDOT) established Area Transportation Partnerships (ATP) in response to this new legislation as a way of providing a sub-state geographic focus on transportation decisions that involve the programming of federal transportation funding included in the Minnesota State Transportation Improvement Program (STIP). ATPs were established in response to landmark federal surface transportation legislation in 1991 requiring states to emphasize greater planning, multi-modal decision making, and local and public involvement in the development of transportation plans and programs.

One of the primary roles of ATP-2 is to annually develop a draft Area Transportation Improvement Program (ATIP). The ATIP is an integrated list of state and local priorities seeking federal transportation funding covering a minimum four-year period recommended for inclusion in the STIP. ATP-2 is also responsible for assisting MnDOT District 2 in managing the ATIP after the STIP has been approved by federal transportation authorities.

ATP-2 is represented by two active Regional Development Corporations and one designated MPO. Its role is to select the transportation alternative projects submitted for inclusion in the Minnesota State Transportation Improvement Program for fiscal years 2018 to 2021.

Two projects were submitted by the City of East Grand Forks for consideration of the ATP-2:

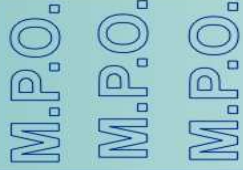
- First, submittal of a Letter of Intent (LOI) describing the key components of their project.
- Second, completion and submittal of the full Application.

**ANALYSIS AND FINDINGS OF FACT:**

Letters of Intent (LOI) have been received from eight municipalities seeking funding for school trail projects, safe routes to school, multi-use trails, sidewalk improvements and educational activities in support of children safety and mobility activities

**SUPPORT MATERIALS:**

Please refer to East Grand Forks Transportation Alternatives Application



# Grand Forks - East Grand Forks Metropolitan Planning Organization

## Agenda

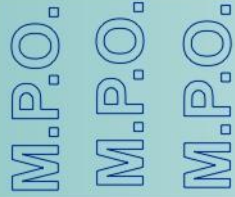
### TECHNICAL ADVISORY COMMITTEE MEETING WEDNESDAY, JANUARY 11<sup>TH</sup>, 2017 – 1:30 P.M. EAST GRAND FORKS CITY HALL TRAINING ROOM

#### MEMBERS

Noehre/Lang _____	Laesch/Konickson__	West _____
Ellis _____	Johnson/Hanson _____	Magnuson _____
Bail/Emery _____	Kuharenko/Williams/Yavarow _____	Sanders _____
Gengler/Brooks _____	Bergman/Rood _____	
Riesinger/Audette _____	Christianson _____	

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE DECEMBER 14<sup>TH</sup>, 2016, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF UPDATE ON SORLIE/KENNEDY BRIDGE PROJECTS .....KOUBA
6. MATTER OF 2018-2021 T.I.P. CANDIDATE PROJECTS – MINNESOTA SIDE
  - a. FTA 5339 Capital Program .....KOUBA
  - b. TA Program ..... VIAFARA
  - c. ATP Sub-Targets..... VIAFARA
  - d. Recreational Trails ..... VIAFARA
7. MATTER OF AMENDMENT TO THE 2017-2020 T.I.P. .... VIAFARA
  - a. Public Hearing
  - b. Committee Action
8. MATTER OF I-29 TRAFFIC OPERATIONS STUDY UPDATE..... NDDOT/KLJ
9. OTHER BUSINESS
  - a. 2017 Annual Work Program Project Update
10. ADJOURNMENT

ANY INDIVIDUAL REQUIRING A SPECIAL ACCOMMODATION TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING IS ASKED TO NOTIFY EARL HAUGEN, MPO EXECUTIVE DIRECTOR AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. ALSO, MATERIALS CAN BE PROVIDED IN ALTERNATIVE FORMATS: LARGE PRINT, BRAILLE, CASSETTE TAPE, OR ON COMPUTER DISK FOR PEOPLE WITH DISABILITIES OR WITH LIMITED ENGLISH PROFICIENCY (LEP) BY CONTACTING THE MPO EXECUTIVE DIRECTOR (701) 746-2667 FIVE (5) DAYS PRIOR TO THE MEETING.



# Grand Forks - East Grand Forks Metropolitan Planning Organization

**MPO Staff Report**  
**Technical Advisory Committee: January 11, 2017**  
**Executive Policy Board: January 18, 2017**

**RECOMMENDED ACTION: For Information Only**

Matter of the “Grand Forks Application for Recreational Trails-Transportation Alternatives Program”

**BACKGROUND:**

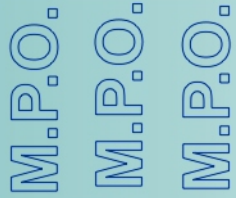
A solicitation letter was sent last December seeking applications for the Recreational Trails Program. The Recreational Trails Program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

**ANALYSIS AND FINDINGS OF FACT:**

Various local agencies and departments are involved in the addressing trail related concerns. As indicated to MPO staff, this year, the City of Grand Forks Engineering Department initiated the research and planning analysis for the preparation of the Application to address trail connections, connectivity and accessibility concerns. However, inter-departmental coordination and logistics factors involved in the preparation of the application prevented the Department from successfully assembling together the Application for Recreational Trails. The short solicitation window did not allow sufficient time for staff to vet projects and gain approval from other entities and City Council to provide an application to this program. All materials gathered thus far will be used in the preparation of the Application for the next intake.

**SUPPORT MATERIALS:**

None.



# Grand Forks - East Grand Forks Metropolitan Planning Organization

## MPO Staff Report

**Technical Advisory Committee: January 11, 2017**

**MPO Executive Board: January 18, 2017**

**RECOMMENDED ACTION: Recommend the approval of FY2017-20 TIP amendments to the MPO Executive Board.**

Matter of the Public Hearing on FY2017-20 TIP Amendments.

**Background:** After the MPO adopts a four year TIP, amendments may need to be process when a project cost estimate changes significantly or the scope of the project changes or federal programs have announced funding awards or projects are moved to be either constructed sooner or delayed.

One of the proposed FY2017 amendments is to add A Grand Forks County project. Federal funds have been awarded to complete a mill and overlay to a segment of GF Co. #6 (Merrifield Road) between GF Co. #5 and GF Co. #17. This new project will utilize newly awarded federal funds and therefore does not impact the fiscal constraint issue.

Another proposed FY2017 amendment is to move a Preventative Maintenance project on N. Washington Street originally programmed in FY2018 to be moved to FY2017. The scope also changed from a slurry seal to become now a chip seal project. The cost estimate and funding sources do not change and therefore does not impact the fiscal constraint issue

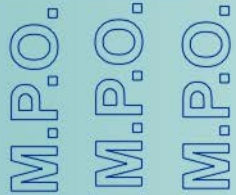
The attached proposed project amendments show the new projects and total cost estimates and the federal share. Also attached is the public hearing notice that was published concerning this proposed amendment.

### **Findings and Analysis:**

- Project have been awarded federal funds.
- The proposed project is consistent with the MPO Long Range Transportation Plan.
- A Public Hearing is scheduled for January 11th; written comments are being accepted until 11:00 am, Jan 11th.
- These amended projects brings in new funds into the TIP so fiscal constraint is maintained.

### **Support Materials:**

- Copy of Public Hearing Notice.
- Copy of Amended FY2017 Annual Element



## Grand Forks - East Grand Forks Metropolitan Planning Organization

### **PUBLIC HEARING**

The Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on proposed amendment to the MPO’s 2017-2020 Transportation Improvement Program (TIP). The TIP lists all transportation improvement projects needing federal action programmed to be completed between the years 2017 to 2020. The TIP also incorporates the local transit operator’s Program of Projects (POP). The hearing will be held in Training Room of East Grand Forks City Hall, 600 DeMers Ave, East Grand Forks MN. The hearing will begin at 1:30 PM on January 11, 2017. The public is encouraged to attend.

A copy of the proposed amendment and Draft TIP are available for review and comment weekdays between 8:00 a.m. and 5:00 p.m. at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the proposed amendment can be submitted to either MPO office until 11:00 AM on January 11th.

For further information, contact Mr. Earl Haugen at 701/746/2660. The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format) contact Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888. Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

(Please publish ASAP)

(Please submit bill to MPO 746-2660)

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

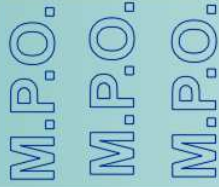
**FISCAL YEARS 2017 - 2020**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT			FUTURE EXPENDITURES					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2017	2018	2019	2020	2018	2019	2020		
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	FUNDING SOURCE					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL			
Grand Forks #12a PCN	Grand Forks	GF Co. #6	This project will complete a mill and overlay on the segment of GF Co. #6 (Merrifield Road) between GF Co #17 and GF Co. #5	GF Co. #6 County Major Collector Discretionary	REMARKS: Awarded federal funding late in 2016 Federal funds include advanced construction with payback scheduled in 2018 and 2019 Amended on January 21, 2017					Operations								
	Grand Forks County				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital								
	New Construction				510.00	408.00			102.00	R.O.W.								
					County Roads Program					CONSTR.	510.00							
					REMARKS:					TOTAL	510.00							
			Intentionally left blank		REMARKS:					Operations								
					REMARKS:					Capital								
					REMARKS:					P.E.								
					REMARKS:					R.O.W.								
					REMARKS:					TOTAL								
					REMARKS:					Operations								
					REMARKS:					Capital								
					REMARKS:					P.E.								
					REMARKS:					R.O.W.								
					REMARKS:					CONSTR.								
					REMARKS:					TOTAL								









## Grand Forks - East Grand Forks Metropolitan Planning Organization

### **MPO Staff Report** **Technical Advisory Committee: January 11, 2017** **MPO Executive Board: January 18, 2017**

**RECOMMENDED ACTION: Update on the I-29 Traffic Operations Study.**

Matter of Update on the I-29 Traffic Operations Study.

**Background:** KLJ was retained for I-29 Traffic Operations Study. The Study Team has reviewed the Technical Memorandum regarding the results of the Micro-level Analysis of the individual interchange locations that remained after the Macro-level Analysis.

The results from the Micro-level revealed that:

1. N. Washington Interchange has some opportunities to better control access points and improve geometrics of the northbound ramps.
2. Gateway Interchange still supports the first ranked alternative from the US 2 Study completed one year ago – NE Loop – and that a grade separation of the Glasston rail line is important.
3. DeMers Interchange would greatly benefit from the 42<sup>nd</sup> Street Underpass to mitigate infrastructure improvements to the interstate system to accommodate impacts from train events. This interchange would also benefit from traffic control and lane reconfiguration improvements to accommodate daily recurring congestion.
4. 32<sup>nd</sup> Ave Interchange cannot be satisfactorily improved traffic operations without a 47<sup>th</sup> Ave Interchange. Access revisions west of the interstate were found to be beneficial in all scenarios.
5. A 47<sup>th</sup> Ave Interchange ideally should be located southward to avoid campground and the first connecting intersections should be push farther away from the interchange functional area than currently exists at 32<sup>nd</sup> Ave. Mixing (or auxiliary) lanes between 47<sup>th</sup> Avenue and 32<sup>nd</sup> Avenue interchange were found to provide the greatest benefit to mainline I-29 operations when compared to other options such as relocating the interchange or reconfiguring ramps.
6. Merrifield Interchange would bring the need to improve traffic control at the intersection of Merrifield and S. Columbia Rd.

One concern about the Micro-level Analysis caused enough of a concern from FHWA-ND that they requested we halt all activities on this Study. The concern is that our drawings were showing a level of detail that maybe going beyond eligibility of planning funds. After a day of halting all activity, the Study was allowed to proceed with the remaining activities that were clearly planning eligible.

FHWA-ND and NDDOT are scheduled to hold a meeting on January 9<sup>th</sup> to iron out differences in regard to the drawings. A representative from NDDOT will be able to update the TAC on the outcome of the meeting.

KLJ will be present at the TAC meeting to highlight these materials.

**Findings and Analysis:**

- UPWP identified an activity to conduct an I-29 Traffic Operations Study
- The Steering Committee met a fourth time to go over the Micro-level Analysis Report.

**Support Materials:**

- Presentation
- Additional information at: [www.drivei29.com](http://www.drivei29.com)



# Interstate 29 Traffic Operations Study

Micro-Level Alternatives Analysis Report  
January 11<sup>th</sup>, 2017







# Approach



Model



Safety



Local Operations



Mainline Operations

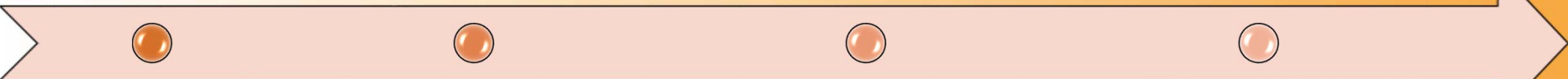


Cost, Construction Impacts and Schedule

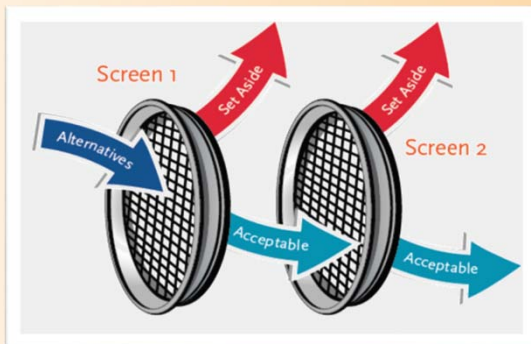


Environmental Impacts

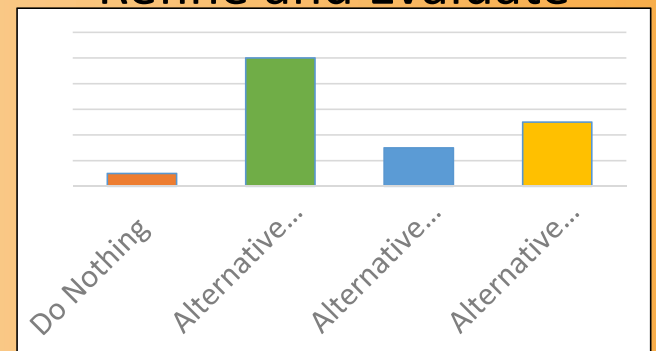
Weight and Score



## Screen



## Steering Committee Refine and Evaluate







# County Road 11/Washington Street

Interstate 29 Traffic Operations Study  
Steering Committee Meeting #5



# Key Issues



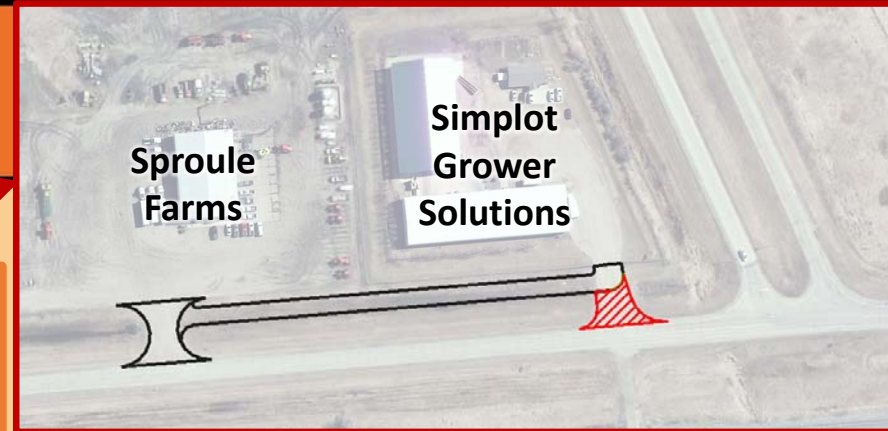
- » No forecasted capacity deficiencies
- » Access management
- » Geometric improvement opportunities
- » No turn Lanes



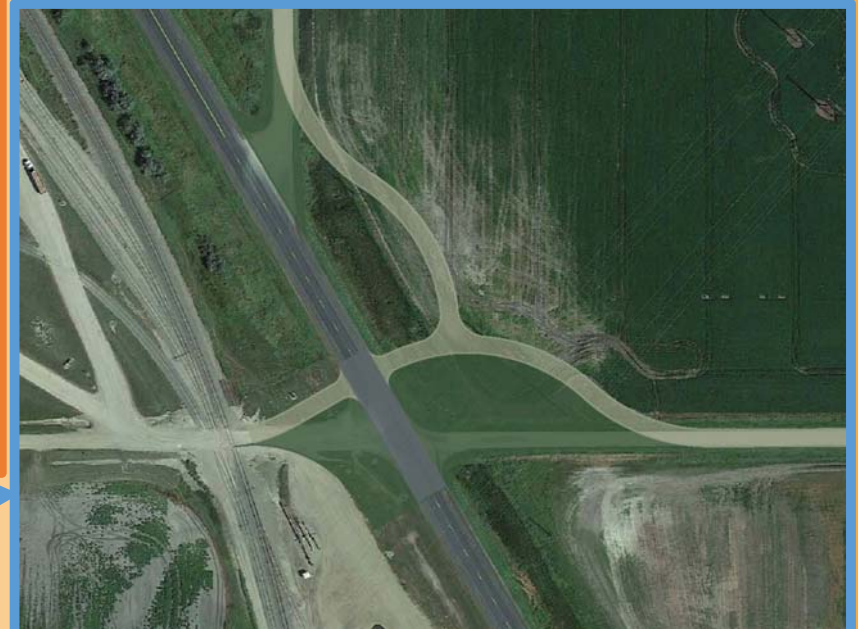


# Access Management

» North Ramp = \$55,000

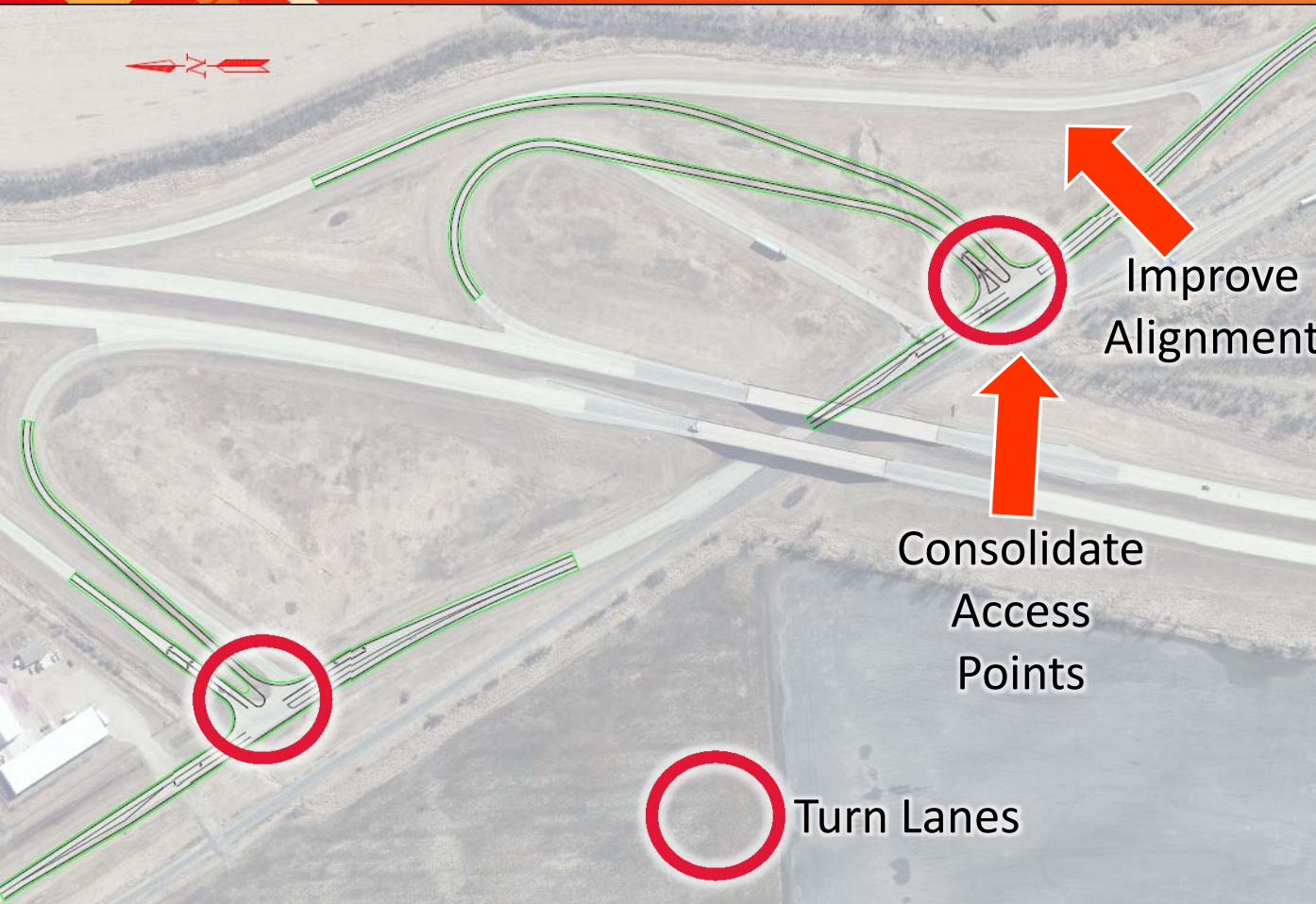


» 54<sup>th</sup> Avenue = \$375,000





# Combine Northbound Ramps



» \$5.25 Million

Improve  
Alignment

Consolidate  
Access  
Points

Turn Lanes



# Gateway Drive/US 2

Interstate 29 Traffic Operations Study  
Steering Committee Meeting #5





# Key Issues



- » Deficient Operations
  - » East Ramp
  - » 43<sup>rd</sup> Street
- » 1.5-1.8x Free Flow Speed
- » Correlation with Safety

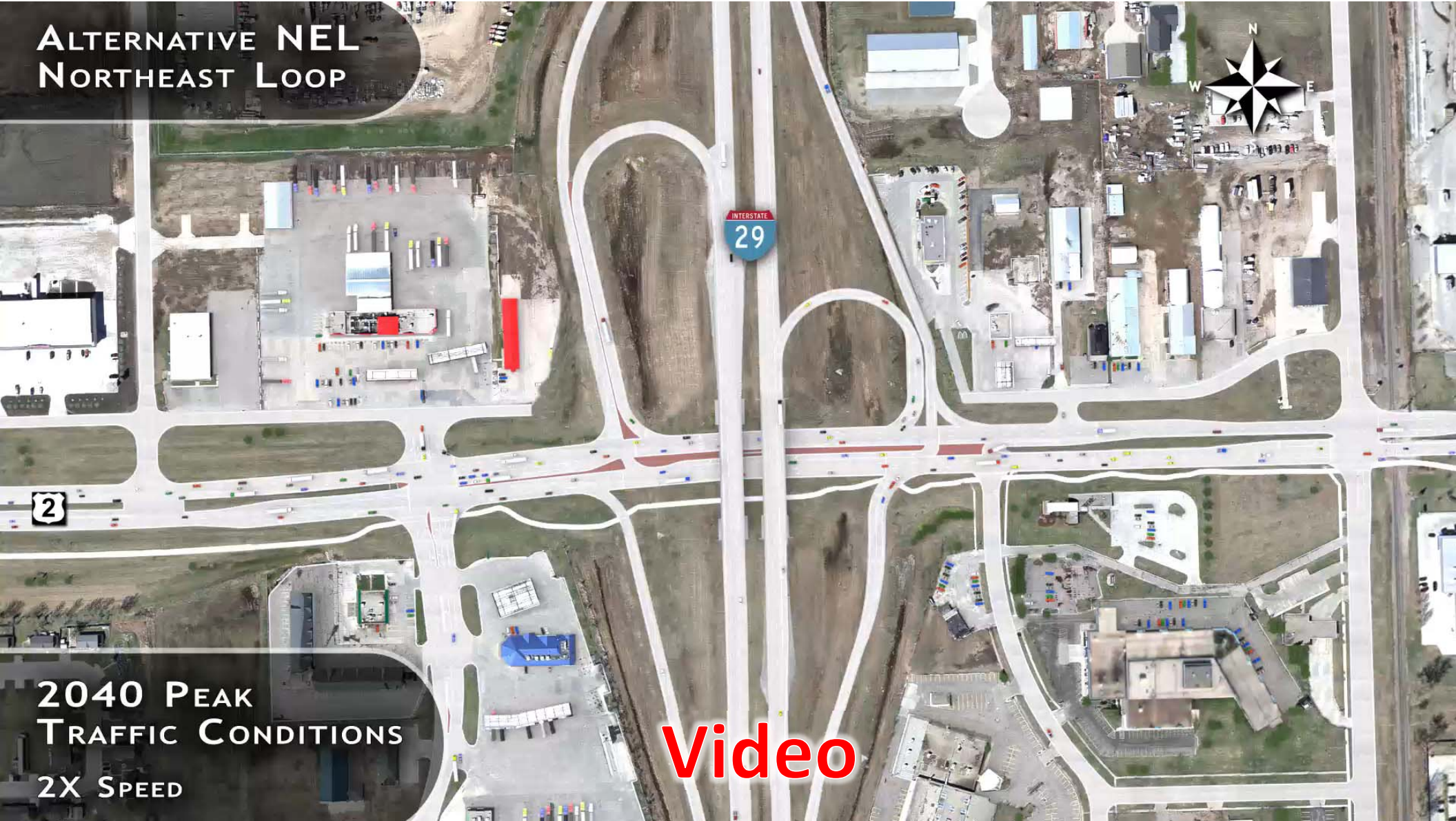


**ALTERNATIVE NEL  
NORTHEAST LOOP**



**2040 PEAK  
TRAFFIC CONDITIONS  
2X SPEED**

**Video**





Roundabouts

**Deficient Operations**

Diverging Diamond

**Major Access Impacts**

**+80% Cost Increase**

**Video**

**Deficient Operations**

**Building Impact**

**+150% Cost Increase**

Single Point Urban Interchange

Modified SPUI



# Pedestrian and Bicycle Facilities

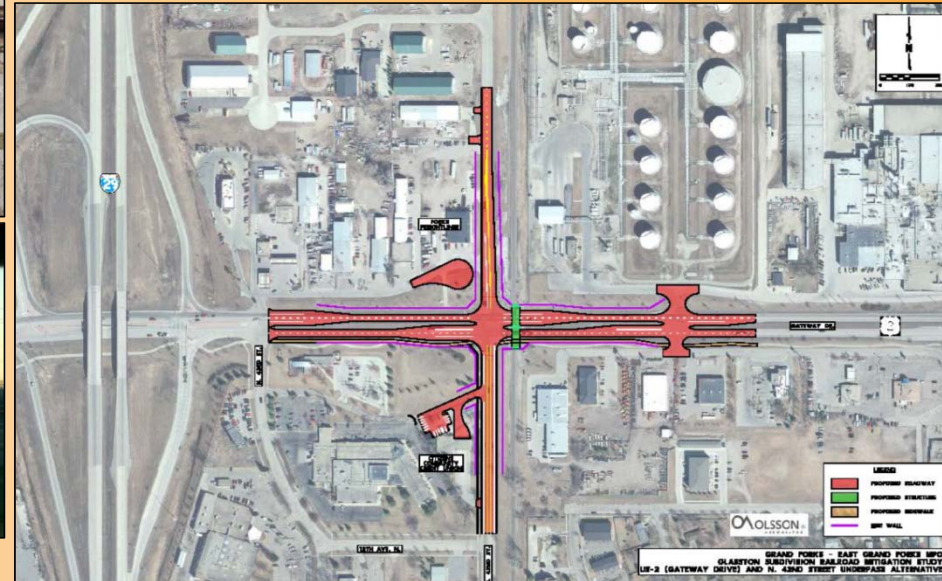


- » Signalize
- » No RTOR LED Blank-Out Sign



# Glasston Line Crossing

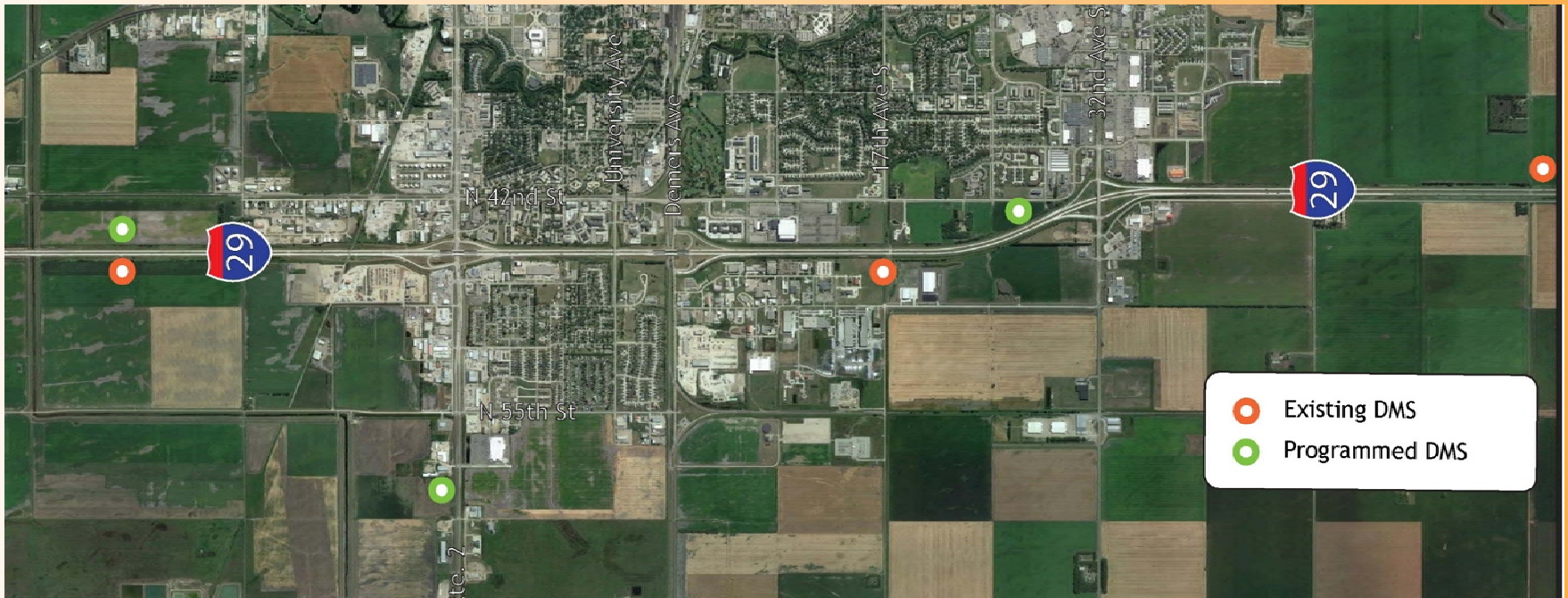
- » 12 Trains Per Day by 2040
- » Underpass Recommended in Glasston Subdivision Railroad Mitigation Study
  - » \$28.3 Million





# ITS

- » Queue Flushing on NB Off-Ramp
  - » Option on NEL Ramp
- » DMS to Warn of During Train Events







# DeMers Avenue/ND 297

Steering Committee Meeting #5  
December 15<sup>th</sup>, 2016



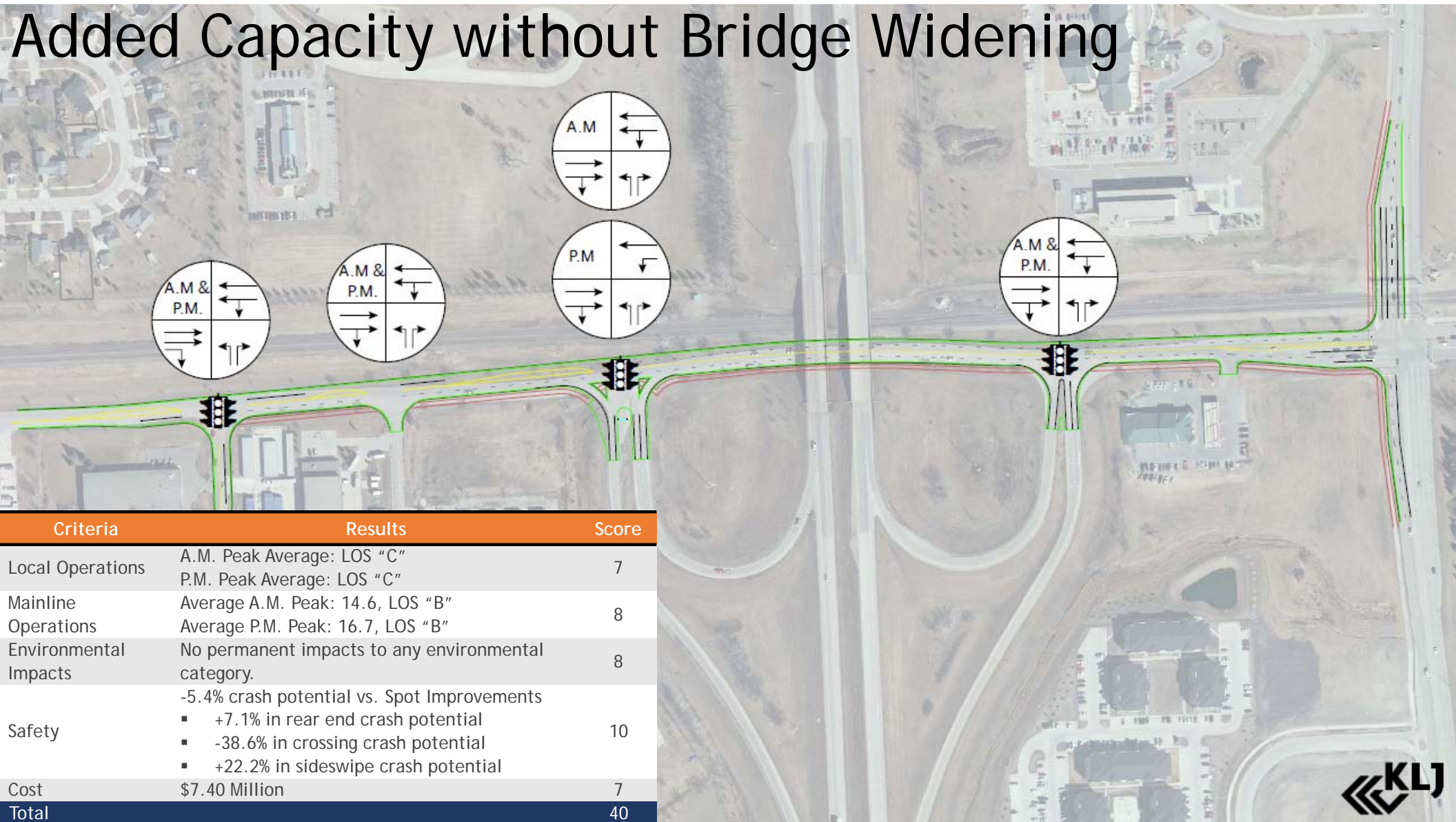
## Key Issues

- » Deficient LOS at by 2025
- » Oversaturated by 2040
  - » 8.3 Minutes of Congestion through Interchange
  - » Spillback onto Interstate
- » No Ped/Bike Facilities
- » Design Options Limited by Railroad
- » Event Congestion
  - » Trains
  - » Alerus Center Events





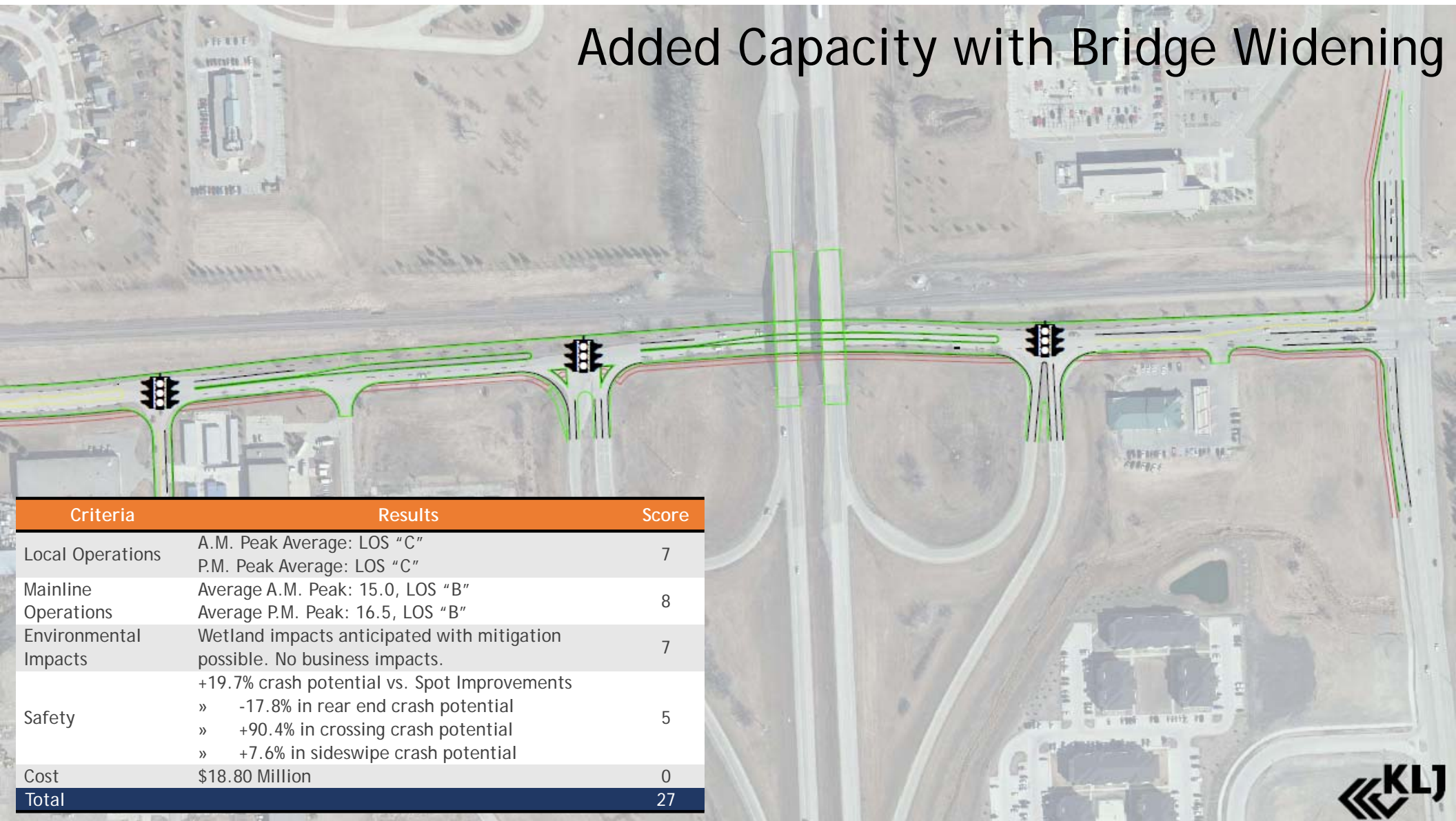
# Added Capacity without Bridge Widening



Criteria	Results	Score
Local Operations	A.M. Peak Average: LOS "C" P.M. Peak Average: LOS "C"	7
Mainline Operations	Average A.M. Peak: 14.6, LOS "B" Average P.M. Peak: 16.7, LOS "B"	8
Environmental Impacts	No permanent impacts to any environmental category.	8
Safety	-5.4% crash potential vs. Spot Improvements <ul style="list-style-type: none"> <li>▪ +7.1% in rear end crash potential</li> <li>▪ -38.6% in crossing crash potential</li> <li>▪ +22.2% in sideswipe crash potential</li> </ul>	10
Cost	\$7.40 Million	7
<b>Total</b>		<b>40</b>



# Added Capacity with Bridge Widening



Criteria	Results	Score
Local Operations	A.M. Peak Average: LOS "C" P.M. Peak Average: LOS "C"	7
Mainline Operations	Average A.M. Peak: 15.0, LOS "B" Average P.M. Peak: 16.5, LOS "B"	8
Environmental Impacts	Wetland impacts anticipated with mitigation possible. No business impacts.	7
Safety	+19.7% crash potential vs. Spot Improvements » -17.8% in rear end crash potential » +90.4% in crossing crash potential » +7.6% in sideswipe crash potential	5
Cost	\$18.80 Million	0
<b>Total</b>		<b>27</b>





Spot Improvements

**Deficient Operations**

Single Lane Roundabouts

**Deficient Operations**

Multi-Lane Roundabouts

**Deficient Operations**



**Video**

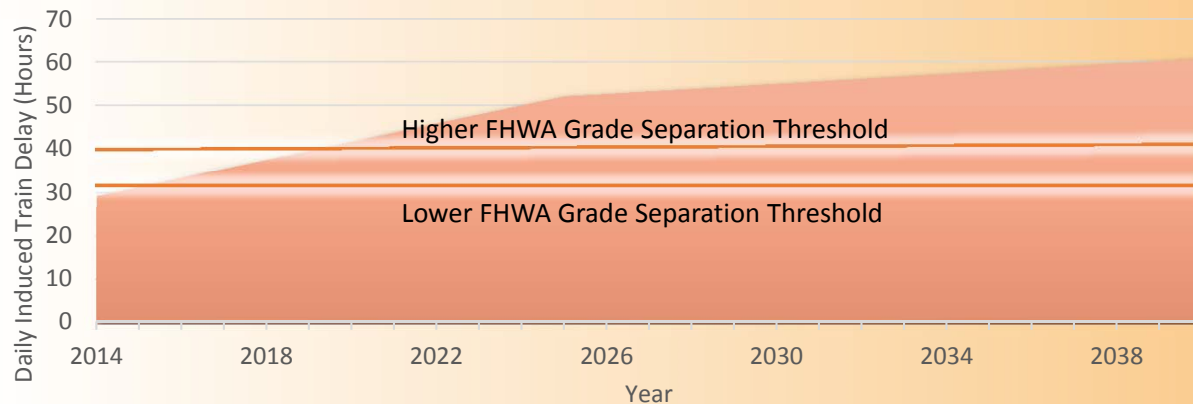


# Railroad Crossing

## » 2040 Impacts of At-Grade Crossing

- » +70% Increase in Trains
- » +90% Increase in Traffic
- » 3x Increase in Crash Potential
- » 60 Hours of Daily Train Delay
- » 42<sup>nd</sup> Street Blocked 10% of the Day
- » 41% of Rerouted Traffic Uses I-29

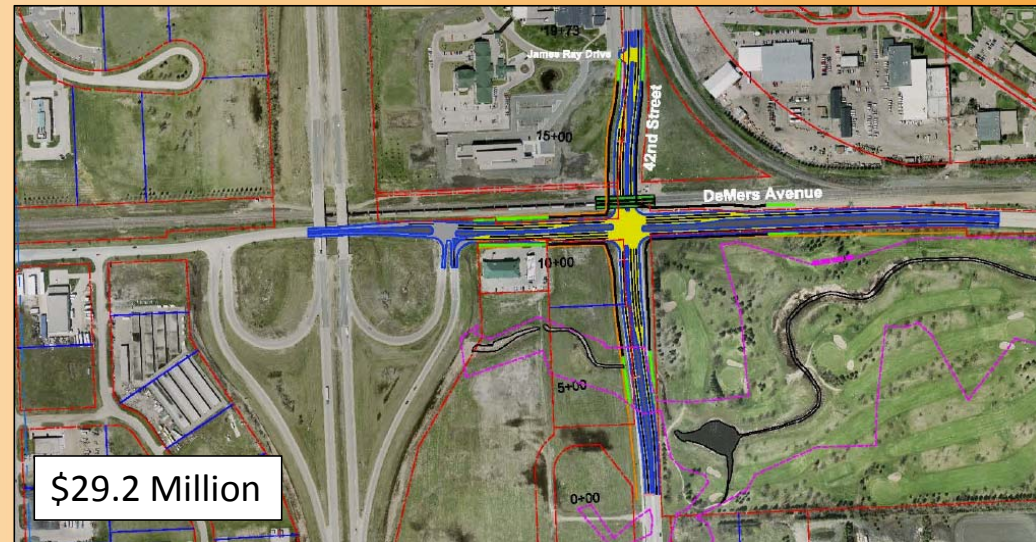
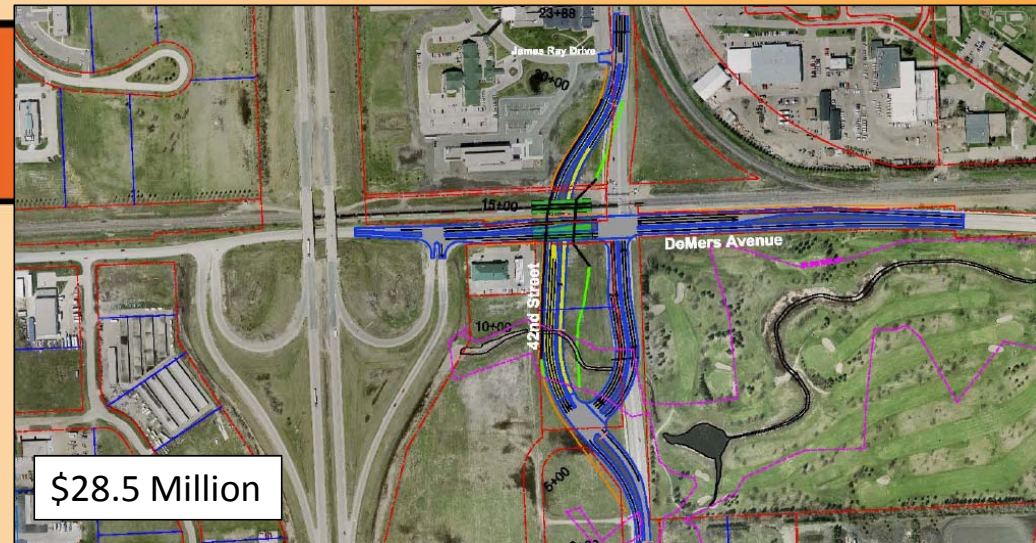
### Daily Train Delay





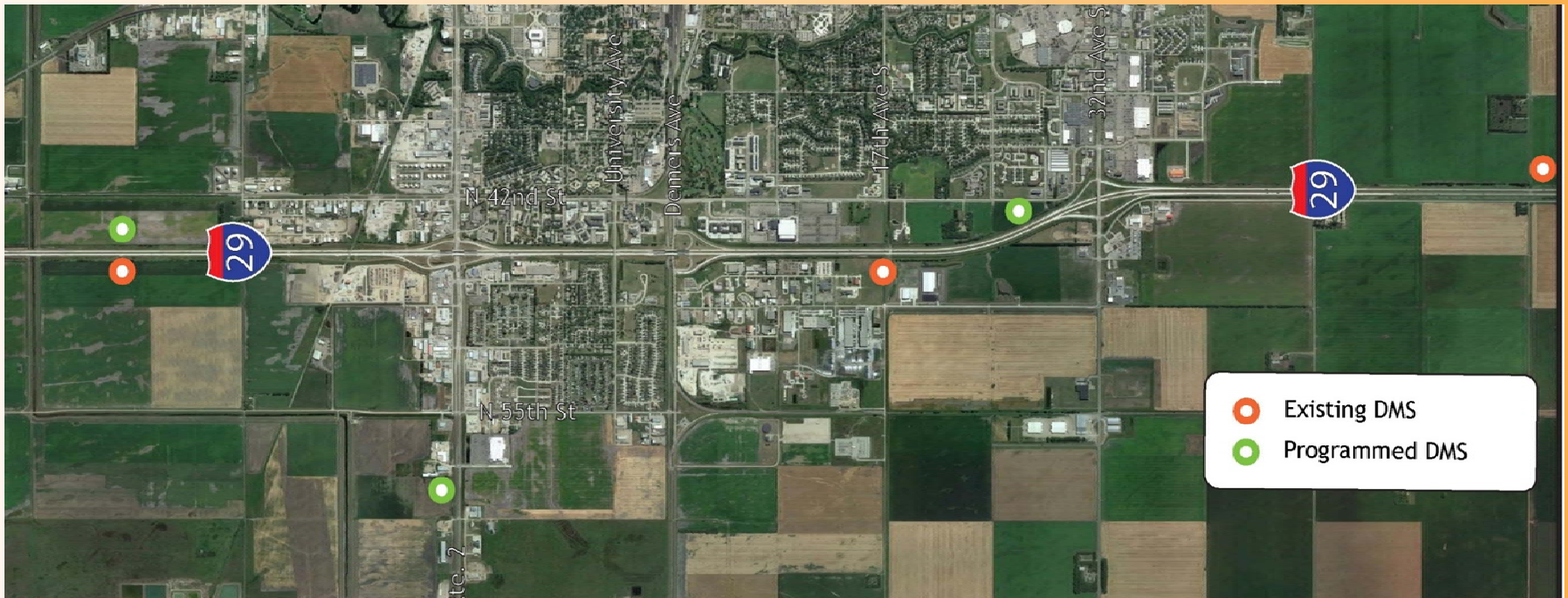
# Railroad Grade Separation

- » \$28.5 to \$29.2 Million for Grade Separation
- » \$31 Million to Carry 41% More Traffic on I-29



# ITS

- » Queue Flushing at Off-Ramps
- » DMS Utilization During Train Events







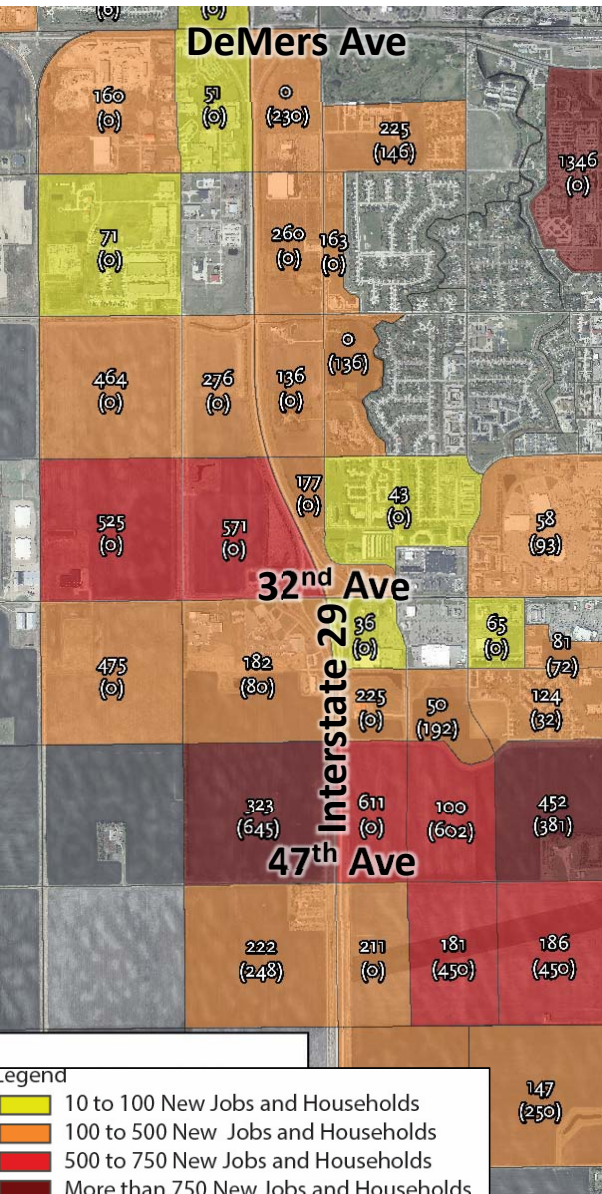
# 32<sup>nd</sup> Avenue/US 81B

Interstate 29 Traffic Operations Study  
Steering Committee Meeting #5



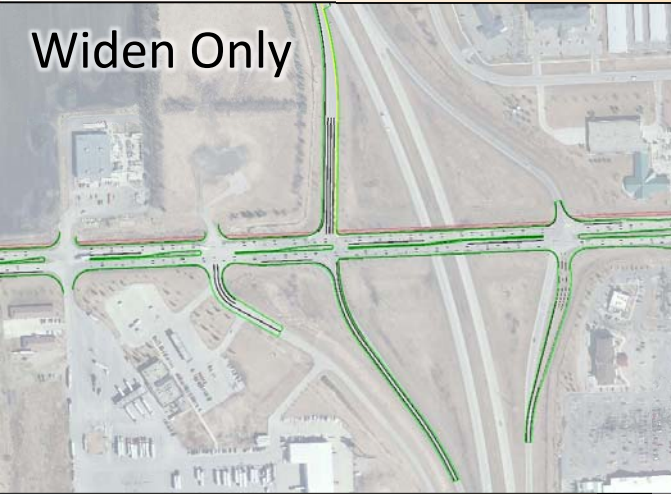
# Key Issues and Opportunities

- » Focal Point of Future Growth
- » Deficient LOS by 2040
  - » 4 Minutes of Congestion Delays Through Interchange
  - » Spillback onto the Interstate
- » Crash Tendencies at  $\frac{3}{4}$  Interchange Intersections

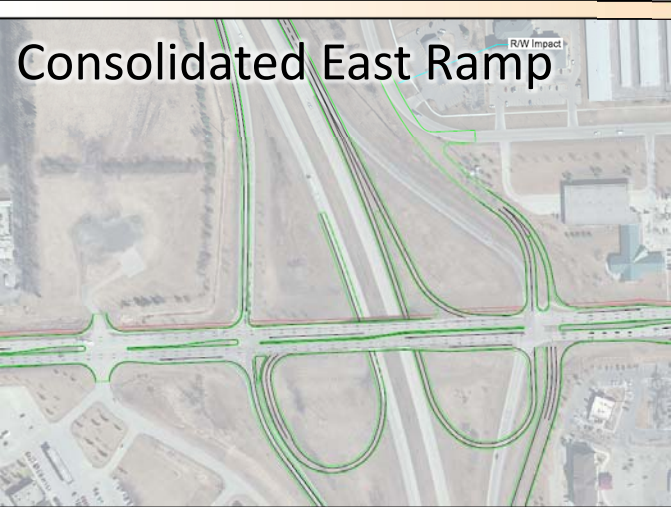




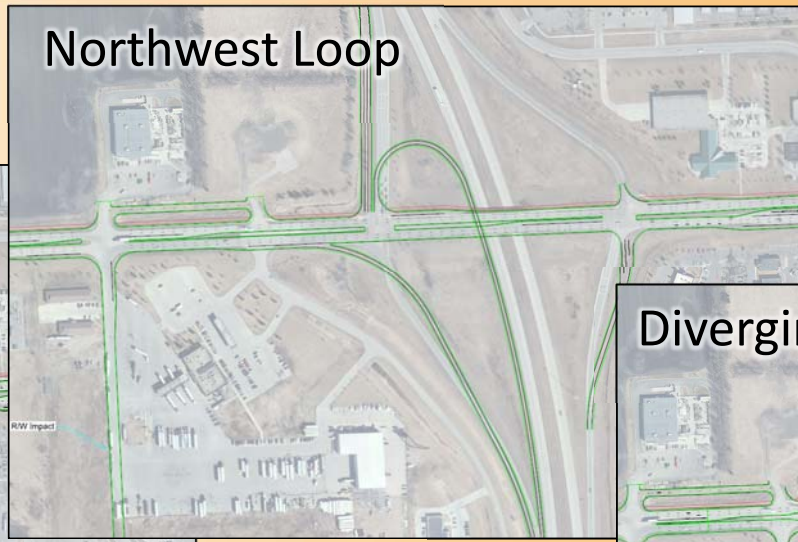
# 6 Lane Alternatives



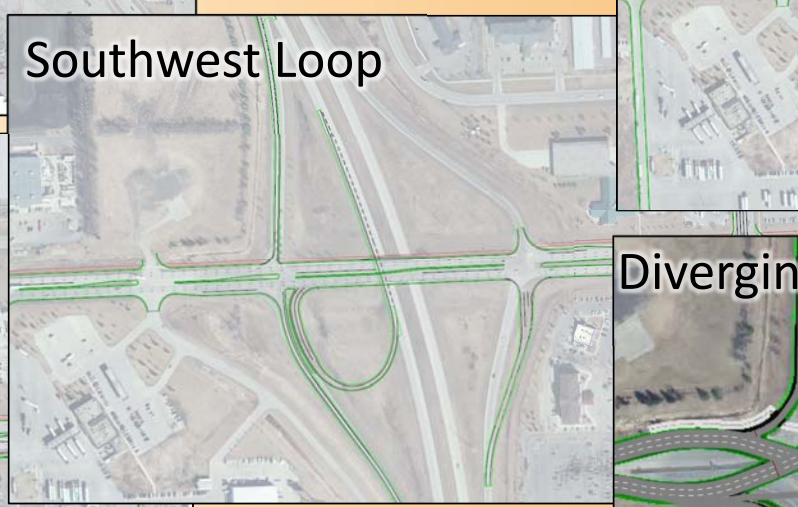
Widen Only



Consolidated East Ramp

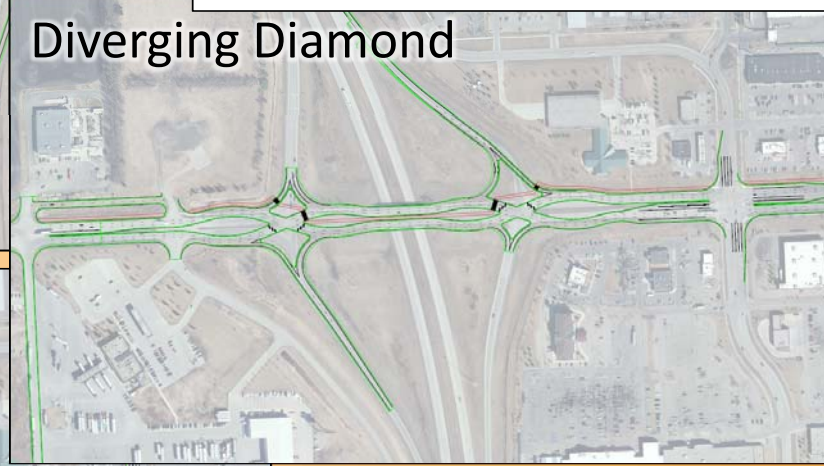


Northwest Loop



Southwest Loop

- \$8M – \$29M
- Does not Meet PNS
  - Volume > Capacity
  - Deficient Intersection Operations
  - Queueing onto Mainline I-29



Diverging Diamond



Diverging Diamond Partial Cloverleaf

**Video**



# 8 Lane Alternative



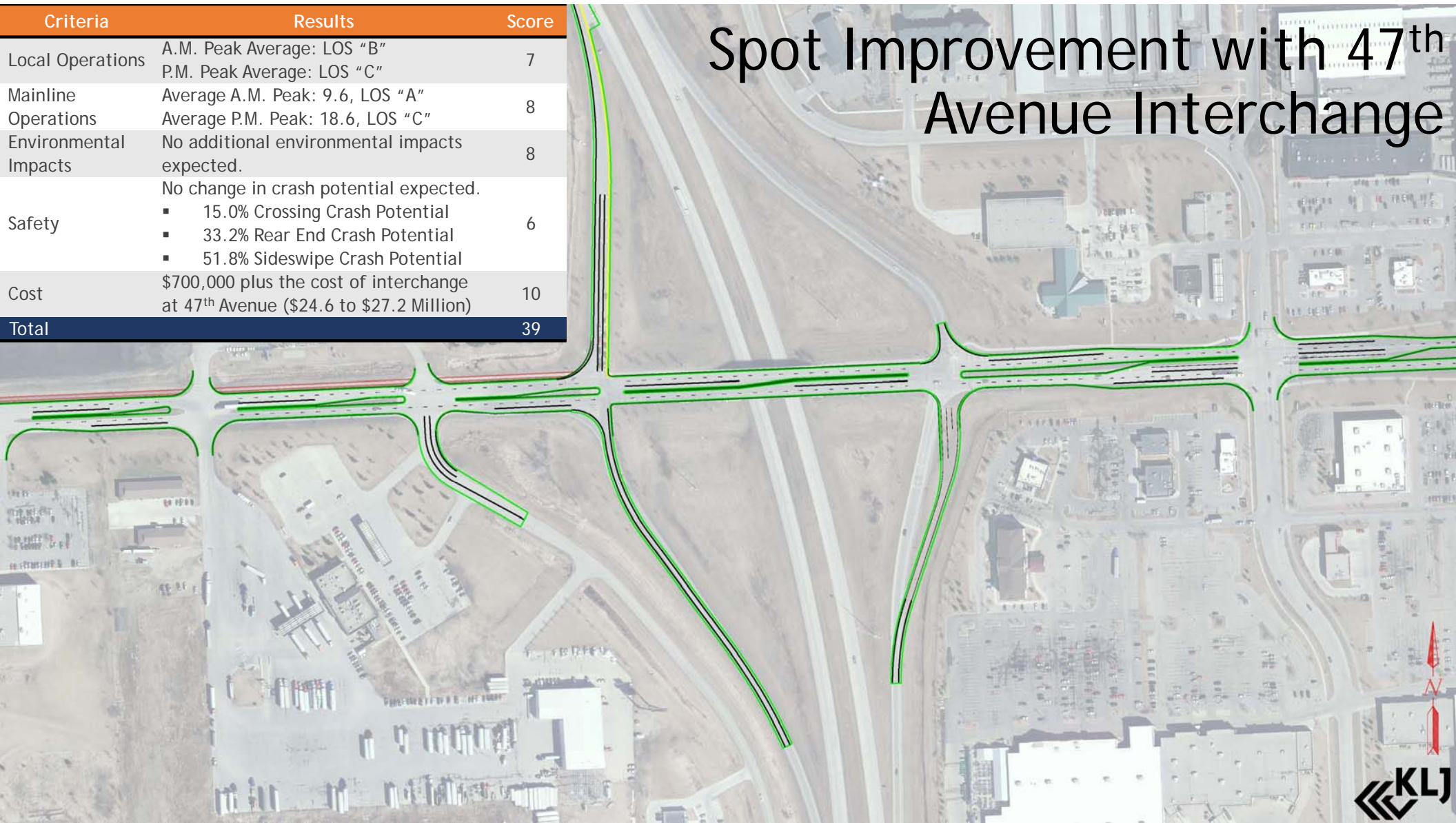
Video

- \$32.3 Million
- Does not Meet PNS
  - Deficient Intersection Operations
  - Queueing onto Mainline I-29



Criteria	Results	Score
Local Operations	A.M. Peak Average: LOS "B" P.M. Peak Average: LOS "C"	7
Mainline Operations	Average A.M. Peak: 9.6, LOS "A" Average P.M. Peak: 18.6, LOS "C"	8
Environmental Impacts	No additional environmental impacts expected.	8
Safety	No change in crash potential expected. <ul style="list-style-type: none"> <li>15.0% Crossing Crash Potential</li> <li>33.2% Rear End Crash Potential</li> <li>51.8% Sideswipe Crash Potential</li> </ul>	6
Cost	\$700,000 plus the cost of interchange at 47 <sup>th</sup> Avenue (\$24.6 to \$27.2 Million)	10
<b>Total</b>		<b>39</b>

# Spot Improvement with 47<sup>th</sup> Avenue Interchange



**Video**



# West Frontage Road

» Consolidated Access



## Other Improvements

- » Signalize Pedestrian Crossing
- » ITS Queue Flushing



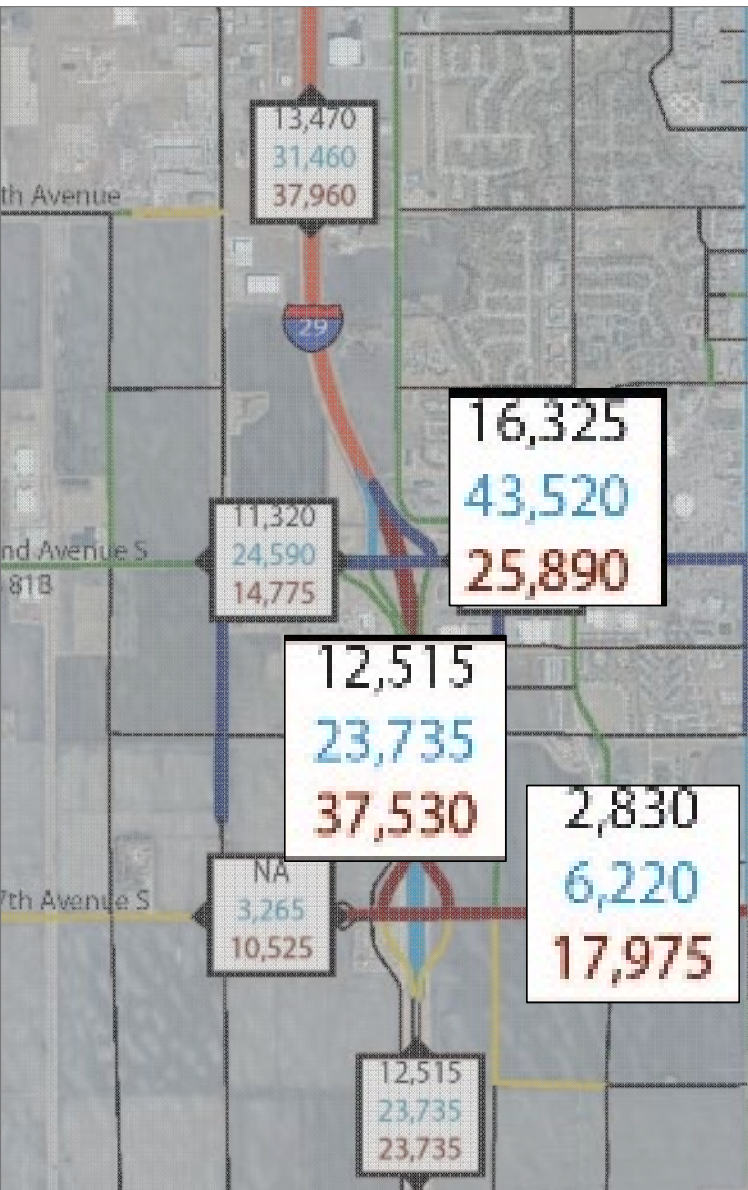


# 47<sup>th</sup> Avenue

Interstate 29 Traffic Operations Study  
Steering Committee Meeting #5







# Key Benefits

- » 2040 Benefits;
  - » -40% Traffic on 32<sup>nd</sup> Avenue
  - » -4.4 Million Hours Traveled
  - » -53.3 Million Miles Traveled
  - » 5.7 B/C Ratio
  - » -45% Cost Effectiveness

### Legend

- Reduction of 5,000 to 20,000 Cars per Day
- Reduction of 2,000 to 5,000 Cars per Day
- Reduction of 500 to 2,000 Cars per Day
- Reduction of 500 to Increase of 500 Cars per Day

- Increase of 500 to 2,500 Cars
- Increase of 2,500 to 5,000 Cars
- Increase of 5,000 to 22,500 Cars

\*Using refined 2040 LRTP projections

- ### 2015 ADT
- ### 2040 Projected ADT without Infrastructure\*
- ### 2040 Projected ADT with Infrastructure

# Diamond with South Loops and Mixing Lanes



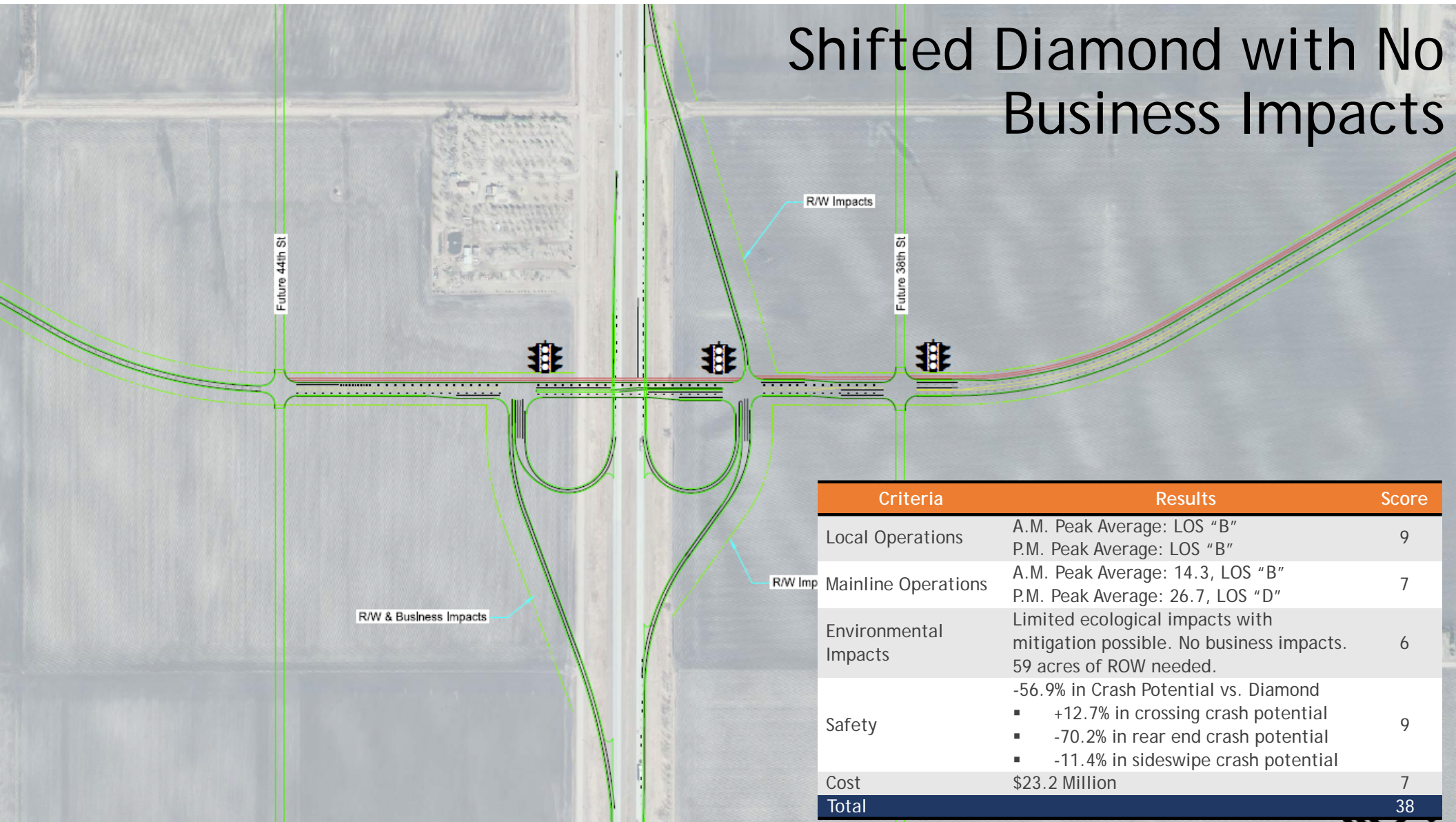
Criteria	Results	Score
Local Operations	A.M. Peak Average: LOS "B" P.M. Peak Average: LOS "B"	9
Mainline Operations	A.M. Peak Average: 10.9, LOS "A" P.M. Peak Average: 18.8, LOS "C"	9
Environmental Impacts	Limited ecological impacts with mitigation possible. Business impacts and relocation necessary. 63 acres of ROW needed.	5
Safety	-59.4% in Crash Potential vs. Diamond <ul style="list-style-type: none"> <li>▪ -29.1% in crossing crash potential</li> <li>▪ -68.1% in rear end crash potential</li> <li>▪ -15.0% in sideswipe crash potential</li> </ul>	10
Cost	\$28.5 Million	1
<b>Total</b>		<b>34</b>



# Diamond with South Loops and Mixing Lanes

**Video**

# Shifted Diamond with No Business Impacts



Criteria	Results	Score
Local Operations	A.M. Peak Average: LOS "B" P.M. Peak Average: LOS "B"	9
Mainline Operations	A.M. Peak Average: 14.3, LOS "B" P.M. Peak Average: 26.7, LOS "D"	7
Environmental Impacts	Limited ecological impacts with mitigation possible. No business impacts. 59 acres of ROW needed.	6
Safety	-56.9% in Crash Potential vs. Diamond <ul style="list-style-type: none"> <li>▪ +12.7% in crossing crash potential</li> <li>▪ -70.2% in rear end crash potential</li> <li>▪ -11.4% in sideswipe crash potential</li> </ul>	9
Cost	\$23.2 Million	7
<b>Total</b>		<b>38</b>

Shifte

Video



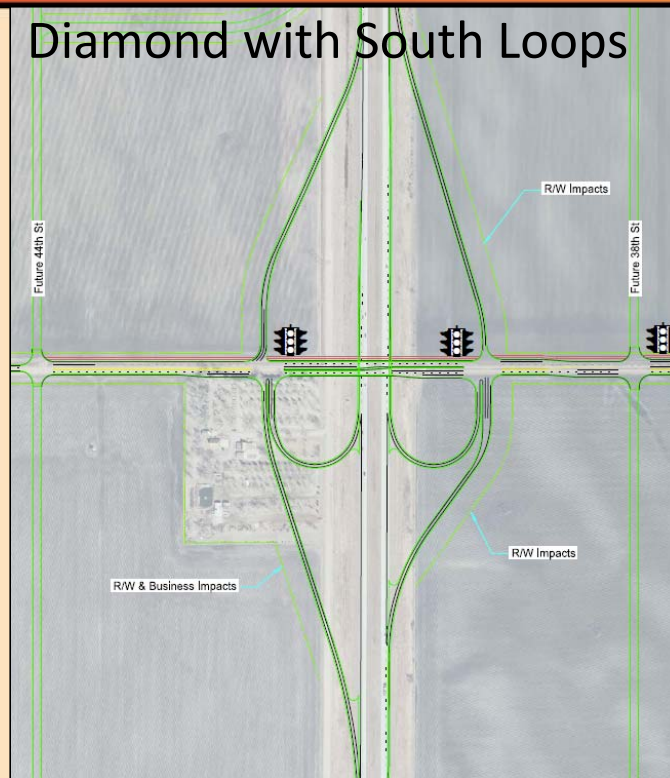


# Other Feasible Alternatives

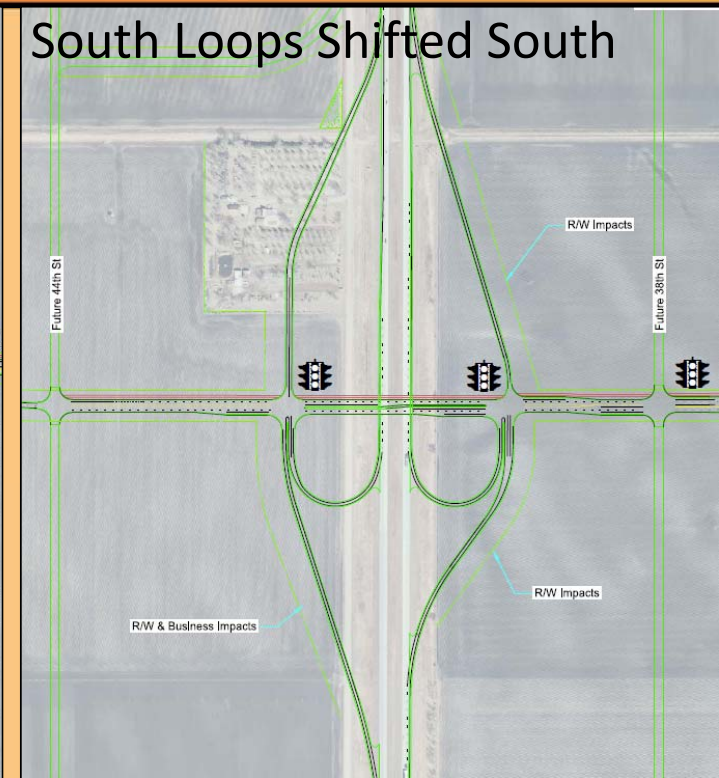
## Traditional Diamond



## Diamond with South Loops



## South Loops Shifted South





# Scenario Analysis

Criteria	47 <sup>th</sup> Avenue Interchange	No 47 <sup>th</sup> Avenue Interchange
Vehicle Miles Traveled	-13,500 vehicle miles daily in 2040	
Vehicle Hours Traveled	-1,100 vehicle hours daily in 2040	
Local Operations	<ul style="list-style-type: none"> <li>» 47<sup>th</sup> Avenue = LOS "C" or better</li> <li>» Minimal Improvements Necessary at 32<sup>nd</sup> Avenue</li> </ul>	<ul style="list-style-type: none"> <li>» 32<sup>nd</sup> Avenue/US 81B is expected to carry more than 43,000 vehicles per day east of I-29. Even with capacity enhancements, operations remain poor and queueing is expected onto the I-29.</li> </ul>
Mainline Operations	<ul style="list-style-type: none"> <li>» Without mixing lanes = LOS "D" between 32<sup>nd</sup> and 47<sup>th</sup> Avenue</li> <li>» With mixing lanes = LOS "C" between 32<sup>nd</sup> and 47<sup>th</sup> Avenue</li> </ul>	<ul style="list-style-type: none"> <li>» LOS "F" on mainline due to queueing onto the interstate.</li> </ul>
Safety	<ul style="list-style-type: none"> <li>» The safety analysis estimates a net decrease in crash potential of 10.2 percent to 28.6 percent depending on the configuration at 47<sup>th</sup> Avenue.</li> <li>» Interchange adds 2-3 new merge and 2-3 new diverge mainline.</li> <li>» Eliminate queuing onto the interstate at 32<sup>nd</sup> Avenue/US 81B.</li> </ul>	<ul style="list-style-type: none"> <li>» Deficient operations leads to queueing onto the interstate.</li> <li>» Oversaturated conditions on 32<sup>nd</sup> Avenue lead to increased crash potential.</li> </ul>
Cost	<ul style="list-style-type: none"> <li>» \$23.2 to \$27.6 Million</li> </ul>	<ul style="list-style-type: none"> <li>» \$20.8 to \$28.2 Million for Alternatives that were Properly Calibrated</li> <li>» &gt;\$33 Million to mitigate future congestion</li> </ul>



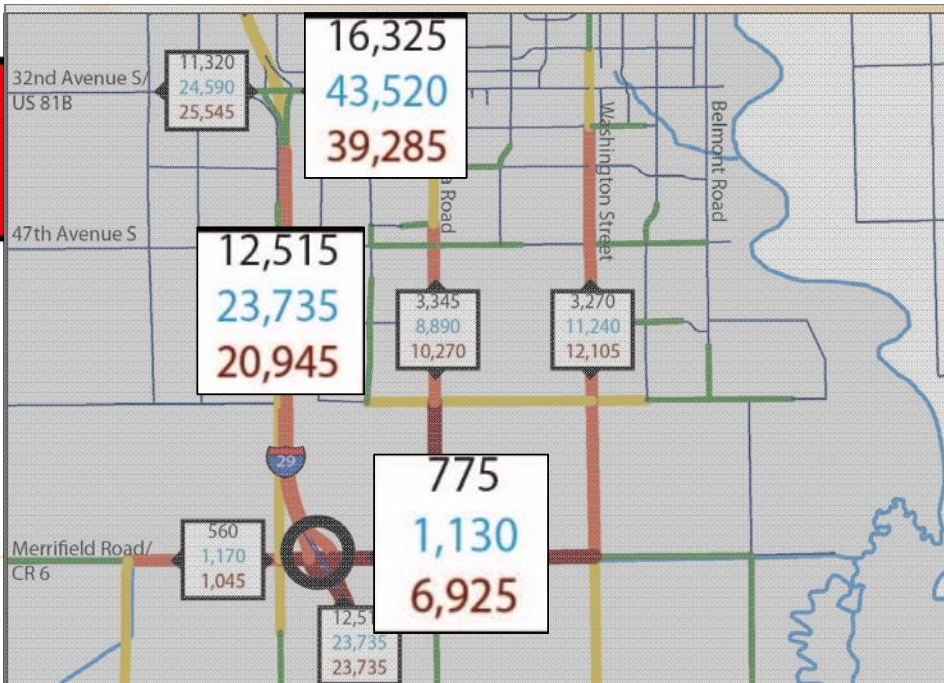
# County Road 6/Merrifield Road

Interstate 29 Traffic Operations Study  
Steering Committee Meeting #5



# Needs Assessment

- » No Key Issues Under Current Configuration
- » With Interchange (2040)
  - » -74.7 Vehicle Miles Travelled per Day
  - » -2.53 Miles/User
  - » -4% Reduction in I-29 Traffic
  - » 6.3 Benefit/Cost Ratio
  - » -25% Cost Effectiveness



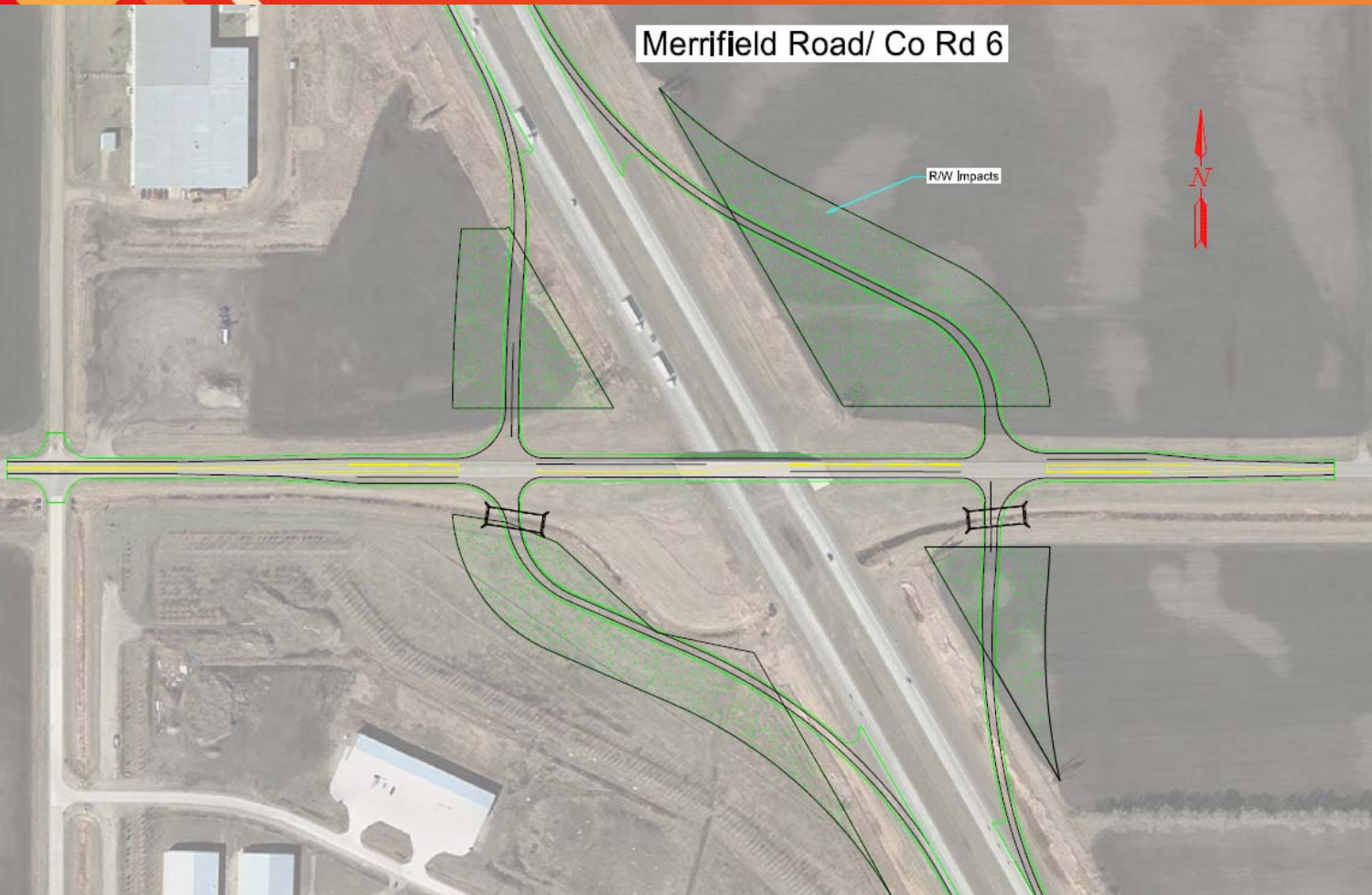
**Legend**

- Less than 100 Cars Using Select Infrastructure
- 100 to 500 Cars Using Select Infrastructure
- 500 to 1,000 Cars Using Select Infrastructure
- 1,000 to 2,000 Cars Using Select Infrastructure
- More than 2,000 Cars Using Select Infrastructure
- Selected Infrastructure
- ### 2015 ADT
- ### 2040 Projected ADT without Infrastructure\*
- ### 2040 Projected ADT with Infrastructure

\*Using refined 2040 LRTP projections



# Interchange Configuration



- » \$16.5 Million
- » Acceptable Ramp Operations
  - » Two-way stop control
- » LOS "F" at Columbia Road




# Columbia Road Intersection



- » Alternatives:
  - » Roundabouts
  - » Traffic Signal

**TABLE OF CONTENTS\* UPDATE JANUARY, 2017**

UNIFIED PLANNING WORK PROGRAM Schedule - 2015-2016

CODE	AREA	PROJECT SCHEDULE/TIMELINE		% COMPLETED	FISCAL YEAR	COMPLETION DATE
		Task(s)	ACTIVITY			
300.1	PLANNING AND IMPLEMENTATION		ACTIVITIES			
300.1	Plan Update	1	The model development is in the data collection and methodology development stage. Cleaning up & formatting data obtained to represent the employment centers. The data shows the type of employment and the number of employees by NAICS code.	25%	2106	16-Dec
300.1	Bicycle & Pedestrian Planning Element (Update) <b>NEW</b>	2-3-4-5	MPO staff continued working on refining proposed objectives and performance measures to support plan. Supported by input provided by Department of Engineering, MPO staff organized comments provided by residents and shared them with stakeholders seeking their input and consideration. MPO, Engineering and Planning Department staff convened a working session to further discuss the representation and visualization of planned and existing facilities in the bicycle map.	55%	2016	May-16
300.1	Transit Development Planning Element (Update) <b>NEW</b>	3	Conducted 2nd round of public input in December, 2016. A proposed new route structure was shared with the public and CAT riders. Public comments were due 12/23/2016. Comments are currently being reviewing and updates are being made to the proposed routes based on both public and technical stakeholder feedback. Additional draft elements of the TDP will be distributed to the MPO and CAT for consideration the third week of January. SRC #3 is tentatively anticipated for mid-February. A final round of input and jurisdictional approvals is still pending for February/March. Project is 70% complete and on track for completion in March.	70%	2016	Feb-17
300.2	CORRIDOR PLANNING					
300.2	Traffic Count Program	Ongoing	A no-cost extension has been recently approved by the MPO as intersections are offline		2015	31-May-15
300.2	Corridor Preservation	Ongoing	Ongoing		2015	Ongoing
300.2	Bygland Road Study				2015	30-Nov-15
300.2	32nd Signal Timing				2015	31-Dec-15
300.3	TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ANNUAL				2016	
300.4	LAND USE PLAN		ACTIVITIES			
300.4	Grand Forks 2045 Land Use Plan Update			99%	2015-16	31-Aug-16
300.4	East Grand Forks 2045 Land Use Plan Update				2015	31-Mar-16
300.5	SPECIAL STUDIES		ACTIVITIES			
	Aerial Photo				2015	
300.5	MAP-21/FAST (2015)		Ongoing		2015	Ongoing
300.5	I-29 Traffic Operations Study	1	Consultant team has completed the draft Micro-Level Alternatives Analysis Report and corresponding Steering Committee Meeting. During this phase Consultant worked with the steering committee to refine, evaluate and score alternatives. Interchange options were considered at the existing interchanges locations at Washington Street/CR 11, Gateway Drive, DeMers Avenue and 32nd Avenue. Alternatives will be developed and evaluated at new interchange locations at 47th Avenue and Merrifield Road/CR 6. Consultant has completed approximately 78% complete of the technical analysis (7/9 deliverables), 71% complete with stakeholder involvement (5/7 Steering Committee Meetings) and 33% complete with public engagement activities (1/3 public input meetings).	See %	2015	7/30/2016 (Work extended to 2017)
300.5	School Safety Study	6B	The Discovery Elementary Safe Routes to School Report was submitted for consideration of the Technical Advisory Committee on November 16 and Executive Policy Board on November 23, 2016. The report was approved by the Executive Policy Board. Staff is currently preparing copies to distribute them to sponsoring state and federal agencies. .	100%	2015	1-Jul-16
300.6	PLAN MONITORING, REVIEW AND EVALUATION		ACTIVITIES			
300.7	GEOGRAPHIC INFORMATION SYSTEMS (GIS) DEVELOPMENT					
	Geographic Information Systems (GIS) Development	Ongoing	Ongoing in-house		2015	Ongoing
	Pavement Management Program	Completed			2015	Completed
	Glasston Subdivision Railroad Mitigation Study	Completed			2015	31-Dec-15

Note: Brief project update review for information only. It does not replace Project Reports.