

# Grand Forks - East Grand Forks Metropolitan Planning Organization

## Agenda

### TECHNICAL ADVISORY COMMITTEE MEETING WEDNESDAY, SEPTEMBER 13<sup>TH</sup>, 2017 – 1:30 P.M. EAST GRAND FORKS CITY HALL TRAINING ROOM

#### MEMBERS

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

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE AUGUST 9<sup>TH</sup>, 2017, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE ..... HAUGEN
6. MATTER OF SAFETY PERFORMANCE STATE TARGETS..... HAUGEN
7. MATTER OF NEAR SOUTHSIDE NEIGHBORHOOD STUDY WALKABILITY SURVEY.... HAUGEN
8. MATTER OF FY2018 WORK PROGRAM..... HAUGEN
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  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, August 9<sup>th</sup>, 2017  
East Grand Forks City Hall Training Conference Room**

**CALL TO ORDER**

Earl Haugen, Chairman, called the August 9<sup>th</sup>, 2017, meeting of the MPO Technical Advisory Committee to order at 1:43 p.m.

**CALL OF ROLL**

On a Call of Roll the following members were present: Michael Johnson, NDDOT-Bismarck (via conference call); Allen Grasser (Proxy for David Kuharenko), Grand Forks Engineering; Stephanie Erickson, Grand Forks Planning; Dustin Lang, NDDOT-Grand Forks District; Dale Bergman, Cities Area Transit; and Paul Konickson, MnDOT-District 2.

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

Guest(s) present: Diomo Motuba and Babak Mirzazadeh, ATAC.

**DETERMINATION OF A QUORUM**

Haugen declared a quorum was not present. He explained that because there is no quorum, action cannot be taken on the agenda items requiring approval; however he would ask whether or not if those present would like to hear the non-action items, or would you like to close the meeting. Consensus was to continue with the non-action item.

**MATTER OF APPROVAL OF THE MAY 10<sup>TH</sup>, 2017, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE**

Haugen explained that, as there was no quorum present, we will dispense with approval of the minutes of our last meeting.

**MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE**

- a. 2015 Travel Demand Model
- b. AirSage Origin Destination Data

Haugen reported that this agenda item is an update on our Travel Demand Model, as part of our 2045 Transportation Plan Street/Highway Element. He added that Mr. Motuba is here today to give a presentation on the update.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, August 9<sup>th</sup>, 2017**

Motuba referred to a power point presentation (a copy of which is included in the file and available upon request) and went over it briefly.

Presentation ensued.

Motuba stated that he has an update on the efforts they have made so far with the Travel Demand Model. He added that this is just a draft, and they are still working on trying to update the model. He referred to a slide illustrating the model update process, and went over it briefly.

Motuba commented that they can see some differences in travel time. He stated that the travel speed on DeMers is about 25 to 30 mph, and that is with all the signals and/or stop signs.

Grasser said, then, on DeMers Avenue, you tracked the time it took, including the time that they were at a stop light or something, and then averaged that over that length of travel and came up with the average miles per hour. Motuba responded that they picked two points, say 32<sup>nd</sup> to wherever; and it is what you will get if you are driving your car, and you put it on GPS. Grasser stated that you will average 40 mph + 0 mph and come up with the average mph. Motuba responded that that is correct.

Motuba referred back to the presentation and briefly went over the model improvements process, including: New Data, Freight Model, Performance Measures, and Software and Methods.

Haugen commented that, just to refresh everyone, the traffic analysis tool is our video capture of the traffic signal data in Grand Forks.

Motuba then gave an overview on the OD data portion of the update.

Grasser commented that he doesn't know if these were every relayed back to each other, but he knows that the I-29 Study Report showed deficiencies at 32<sup>nd</sup> Avenue, along that 32<sup>nd</sup> Corridor; and one of the Council comments essentially was "how reliable is the information". He stated that this is suggesting that the model is high at that location, and while he knows that the two models will never compare to each other, but it shows Gateway Drive being -16%, it starts to change the mix, maybe, where the priorities need to be. He said that he doesn't know if there is anyway of connecting this model to the other, probably not, but it would be beneficial if it could be. Motuba responded that when you look at the counts, they change; DeMers has gone down in some areas, it is basically not true to count.

Haugen reported that there is a table in the 2010 Base Model documentation that shows these streamline comparisons and how the model reflects the 2010 counts, so as soon they get this to where they are saying they are done trying to refine it, we can compare these percentages to the 2010 model, that is about the only way we can compare the two models.

Motuba stated that this is the status of where they are at with this update. He added that they hope to be able to present the final documentation and model to the Technical Advisory Committee soon.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, August 9<sup>th</sup>, 2017**

Haugen commented that this is a work in progress so stay tuned to further information on our Travel Demand Model.

Information only.

**MATTER OF APPROVAL OF FY2018-2020 MINNESOTA SIDE T.I.P.**

- a. Public Hearing
- b. Committee Action

Haugen reported that there have been no changes since the amendments were made and the draft was approved in April. He stated that the big thing is East Grand Forks, starting in July of 2019, expanding its temporal coverage; night service currently doesn't exist in East Grand Forks, but it will now with the State funding.

Haugen commented that in 2018 East Grand Forks splits their City Sub-Target into five smaller projects spread throughout the community, and they are reflected in the T.I.P.

Haugen said that in 2021 MnDOT will be doing their big U.S. #2 project, and the number increased to reflect the cost of ranges that were determined with our U.S. #2/U.S.Bus#2 Study, so we are now programming to make those improvements.

Haugen stated that no action can be taken as there isn't a quorum present, but there were no substantial changes to the document, and no comments were received either verbally or written.

**OTHER BUSINESS**

- a. 2017 Annual Work Program Project Update

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

**ADJOURNMENT**

***HAUGEN DECLARED THE MEETING CLOSED AT 2:35 P.M.***

Respectfully submitted by,

Peggy McNelis,  
Office Manager



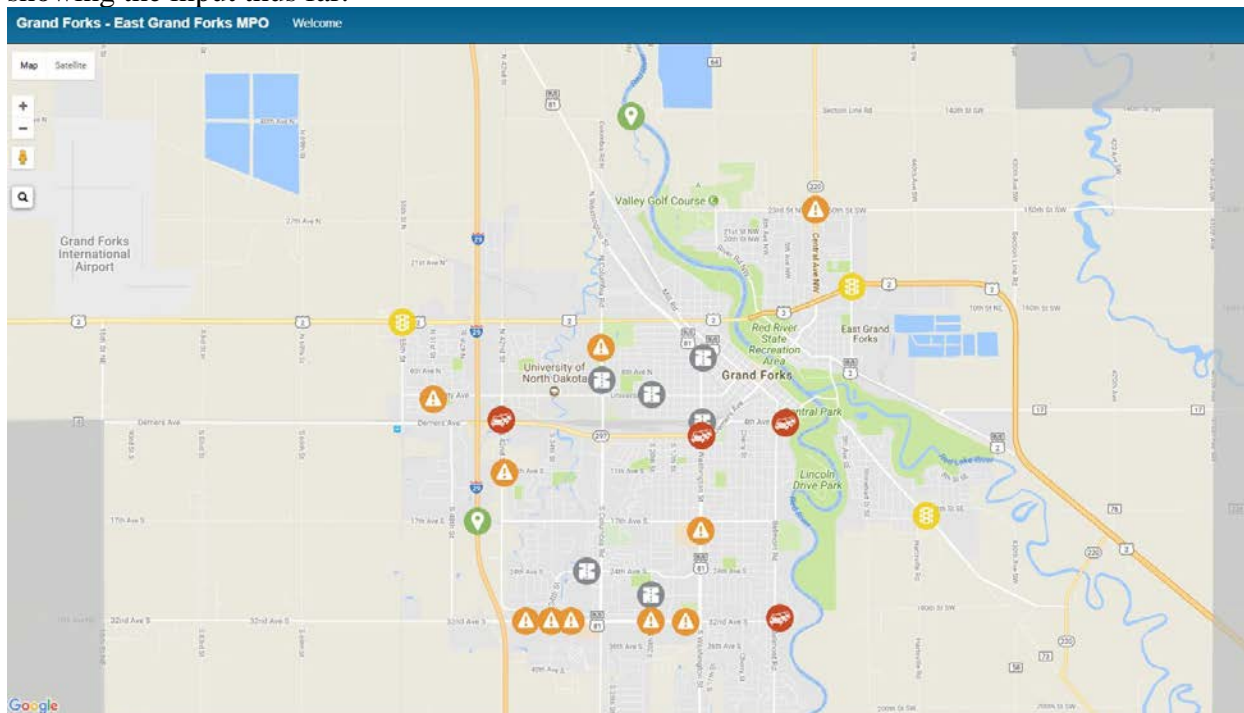
MPO Staff Report
Technical Advisory Committee: September 13, 2017
MPO Executive Board: September 20, 2017

RECOMMENDED ACTION: Update on the Street/Highway Element of 2045 Metropolitan Transportation Plan.

Matter of Update on 2045 Street/Highway Element.

Background: The UPWP identifies that the major undertaking of the MPO for the next two years is to update the Street/Highway Element of our Metropolitan Transportation Plan to the horizon year of 2045. The first public engagement activity took place on August 30th at the Empire Arts Center. About 25 people attended the event. A summary of the feedback will be prepared and distributed. MPO staff also appeared before the East Grand forks City Council during one of their working sessions. The MPO staff also appeared before the Grand Forks Planning and Zoning Commission. The presentation is attached.

The website is live and the wikimapping tool is active. Below is a snipping of the screenshot showing the input thus far.



**Findings and Analysis:**

- This activity is identified in UPWP.
- The regular 5 year update cycle ends December 2018
- This update is required to be FAST compliant
- This update will need to incorporate require performance measures and targets.
- The consulting team of Kimley-Horn and WSB are under contract and working.
- One of the first activities is to analyze the existing conditions.

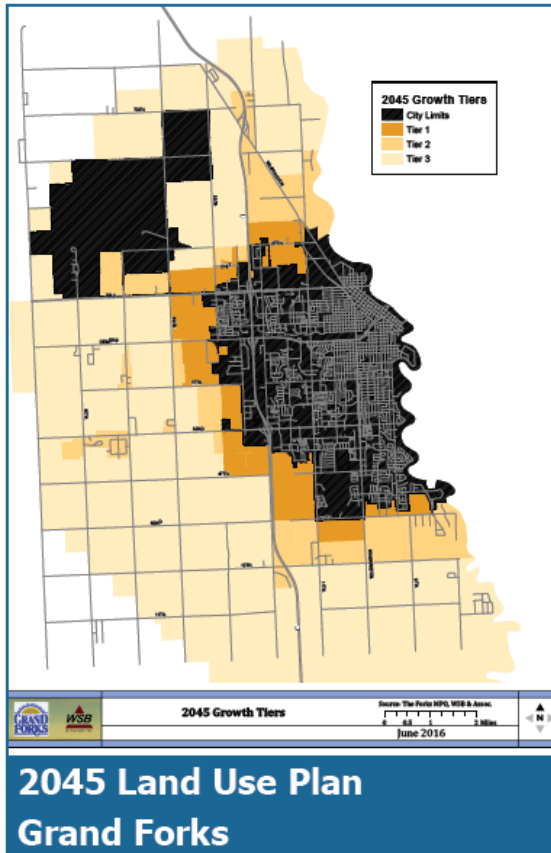
**Support Materials:**

- Presentation.
- Show wikimapping tool

# Timeline to 2045LRTP Update

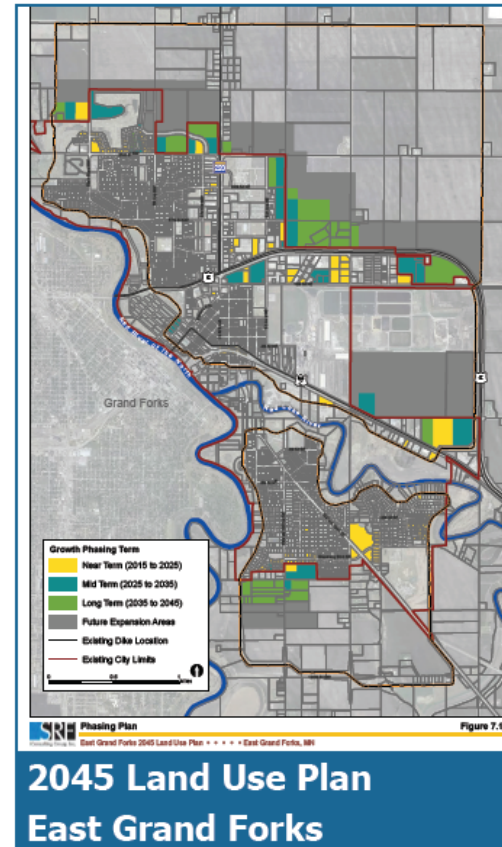
Year Begin	Activity	Year Completion	Consultant
Jan. 1, 2015	FAST Perform. Meas.	Dec 31, 2018?	TES
Jan. 1, 2015	GF 2045 LU	June 30, 2016	YES
Jan. 1, 2015	EGF 2045 LU	June 30, 2016	YES
Jan. 1, 2015	NDDOT Counts	Dec. 31, 2015	NO
Jan. 1, 2016	Bike/Ped Update	Dec. 31, 2017	NO
Jan. 1, 2016	TDP Update	June, 201	YES
Jan. 1, 2017	NDDOT Counts	NA	NO
Jan. 1, 2017	2045 LRTP Update	Jan. 31, 2019	YES

# 2045 Conditions



The 2045 Grand Forks Future Land Use Plan focuses on more compact development and uses a three-tier system for managing timing and sequencing of growth:

- **TIER 1** – includes existing city limits and is the area where all projected growth within the 2045 planning horizon will be accommodated
- **TIER 2** – Urban Reserve Area that only allows residential development on existing platted lots and only if no other Tier 1 land is available
- **TIER 3** – agricultural preservation area



The East Grand Forks 2045 Land Use Plan:

- Promotes compact, infill development and responsible greenfield development
- Utilizes the existing flood protection system as an interim growth boundary, with phased land available to accommodate anticipated growth within the 2045 planning horizon



# Transportation Plan

- City currently has the MPO also adopted as its Transportation Plan within the City's Overall Comprehensive Plan
- Transportation Plan consists of three basic elements
  - Street/Highway
  - Transit
  - Bike/Ped
- Update every 5 years
  - Just adopted new Transit
  - Been working past year on Bike/Ped
  - Now engaging in Street/Highway

# Outcomes

1. Update or establish **vision, goals, objectives, performance measures and performance targets**
2. Understand **existing conditions and issues**
3. Identify and evaluate **planned projects and potential alternatives**
  - Apply updated performance measures and targets
4. Establish **financial plan**
5. Identify **future network recommendations**
6. Establish **implementation priorities**

# 2040

# V.

# 2045

## State of Good Repair

- Focus on existing facilities and keep them in “state of good repair”
- No definition of “state of good repair”

## Performance

- Metrics are identified to measure how system is performing
- Targets are identified to help define “state of good repair”
  - X% of pavement in poor
  - X% bridge in poor

# Financial Forecast Updates

## 2040

- City Sub-target was forecasted in 2018 to be \$560,000

## 2045

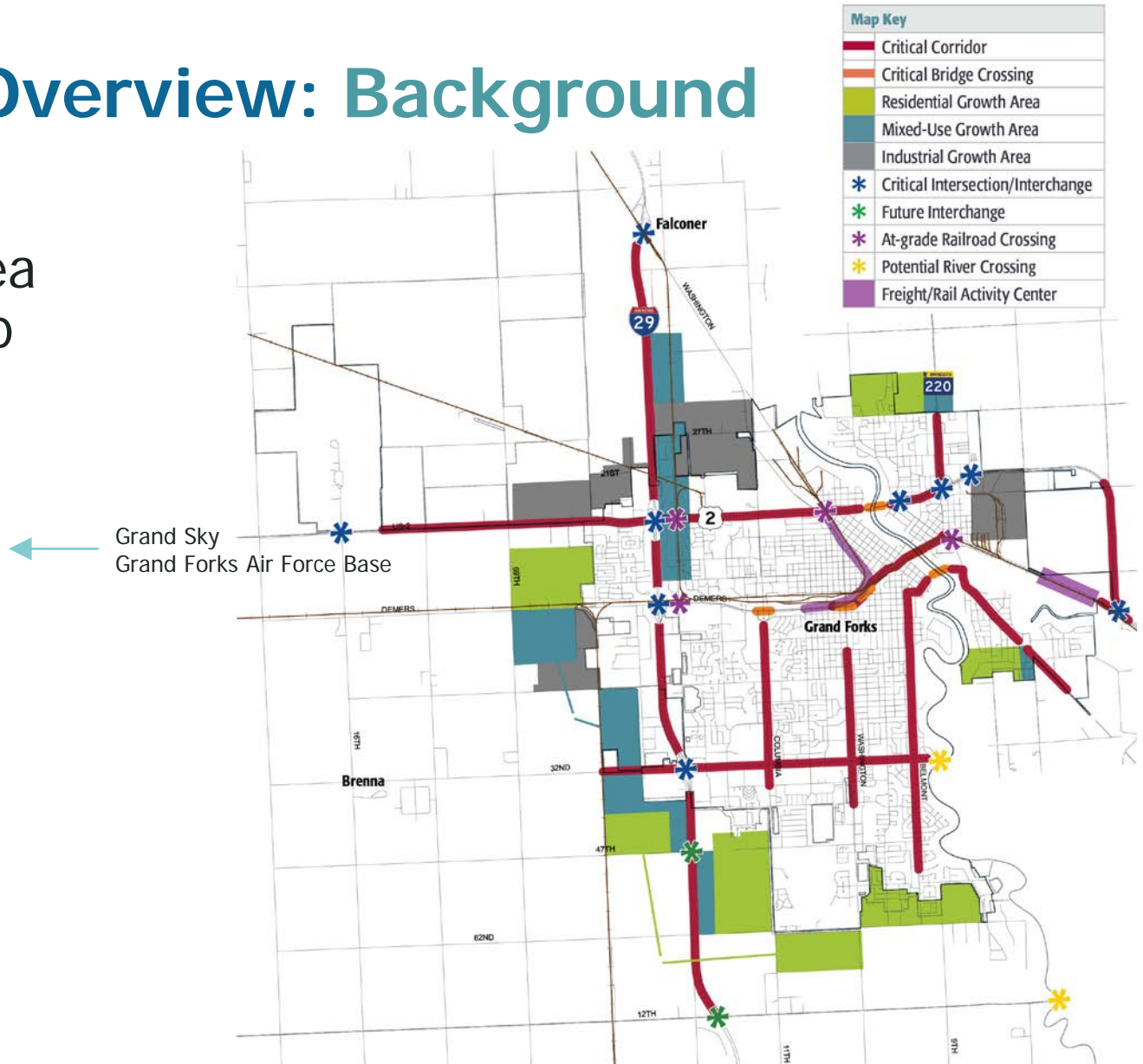
- Programmed City Sub-target in 2018 is \$850,000
  - 50% increase
  - Value wasn't reached until 2041
- Still every 4<sup>th</sup> year

# Performance Measures, Metrics and Targets

Element	Description
<b>Performance Measure</b>	An expression of a trend or desired trend that is used to establish a metric and target.
<b>Performance Metric</b>	The specific dataset or information used to track a given performance measure.
<b>Performance Target</b>	Maximum and minimum thresholds for success and/or failure.

# Project Overview: Background

## ■ Project Area Issues Map



# Key Projects in MPO 2017-2020 Transportation Improvement Program (TIP)

## 2017

- Kennedy Bridge Rehabilitation
- South Columbia Road 2 to 5 Lane Expansion and New Signal
- South Columbia Road Turn Lanes at 17th Avenue South

## 2019

- 32nd Avenue Corridor Safety Improvements
- Demers Avenue (Columbia Rd/30th St.) Traffic Signal/Turn Lanes
- Downtown GF Demers Avenue Reconstruction/Mill & Overlay

## 2018

- 42nd St Reconstruction (University to US2)
- Central Avenue Multi-Use Trail
- Rhinehart St Reconstruction
- EGF Point Bridge Mill & Overlay

## 2020

- Gateway Drive/55th Street Traffic Signal/Turn Lanes
- University Avenue Mill & Overlay

# Key Projects in MPO 2021 TIP

## *Under Consideration*

### Minnesota

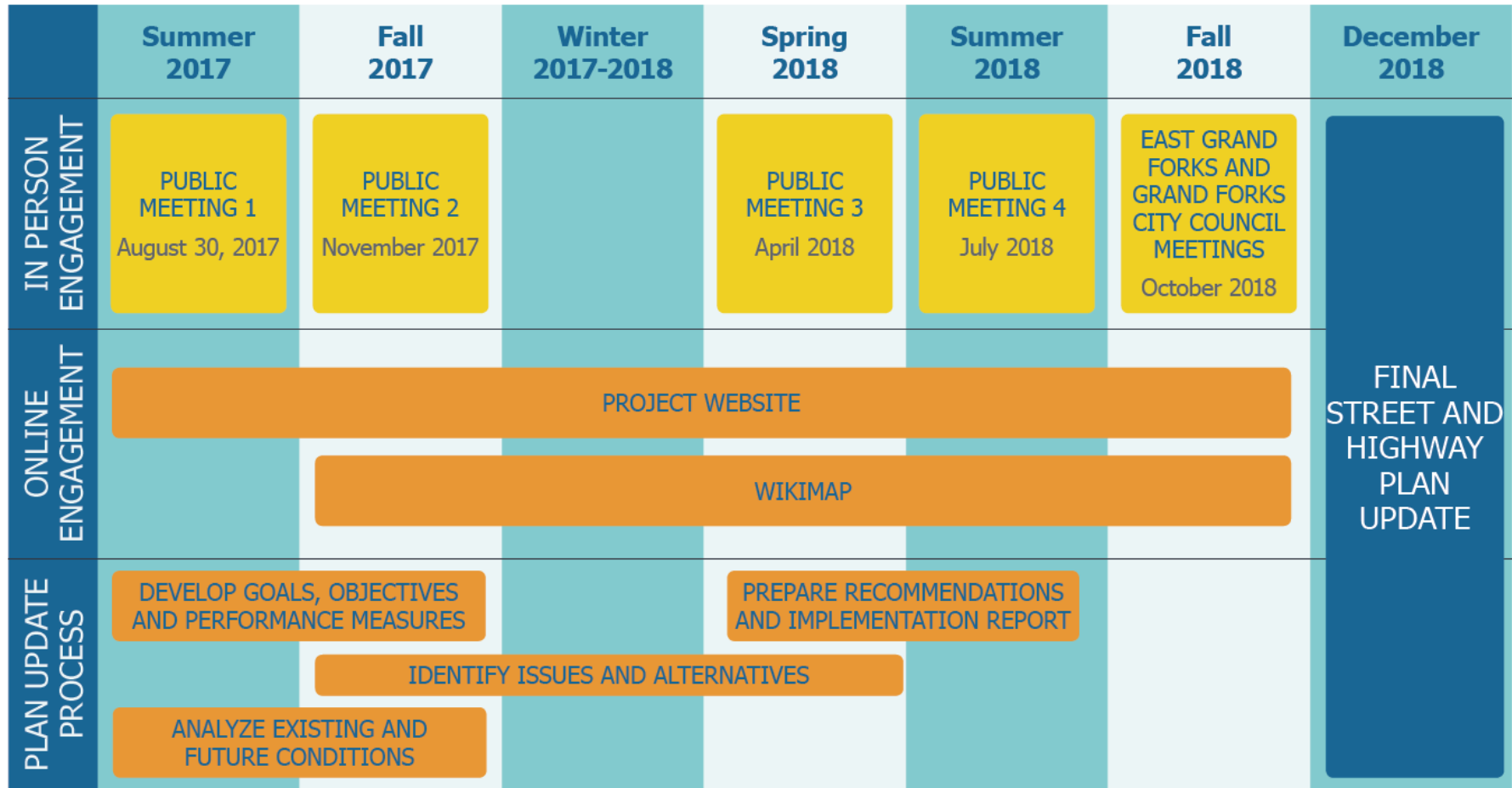
- US 2 and US Bus 2 Intersection Improvements
  - Funds are programmed, final project scope being set

### North Dakota

- Washington St Underpass Reconstruction
- N. Columbia Rd Reconstruction (2nd St thru University Ave)



# Public Engagement



# Ways To Stay Involved

- Public meetings
  - Attend the open houses – *there will be four*
- Online
  - Project website – *get interactive with online mapping*
  - Facebook page – *help us spread the word*
- Stay in touch
  - Provide your contact information to stay informed
- Provide feedback on comment forms
- *Got other ideas? Tell us what works for you*



# Street/Highway Plan Update *Open House*

August 30, 2017

Earl Haugen, MPO Executive Director  
Brandon Bourdon, Kimley-Horn

**GRAND FORKS-EAST GRAND FORKS MPO**

STREET/HIGHWAY PLAN UPDATE

2045 METROPOLITAN TRANSPORTATION PLAN



# WWW.THEFORKSSTREETS2045.ORG

MPO. MPO. MPO.  
Grand Forks - East Grand Forks  
Metropolitan Planning Organization  
STREET/HIGHWAY PLAN UPDATE

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## We want your input

Use the information on this page to ask questions and share ideas.

### Upcoming Events

#### Public Meeting #1

August 30th, 2017

5:00 until 7:00 PM

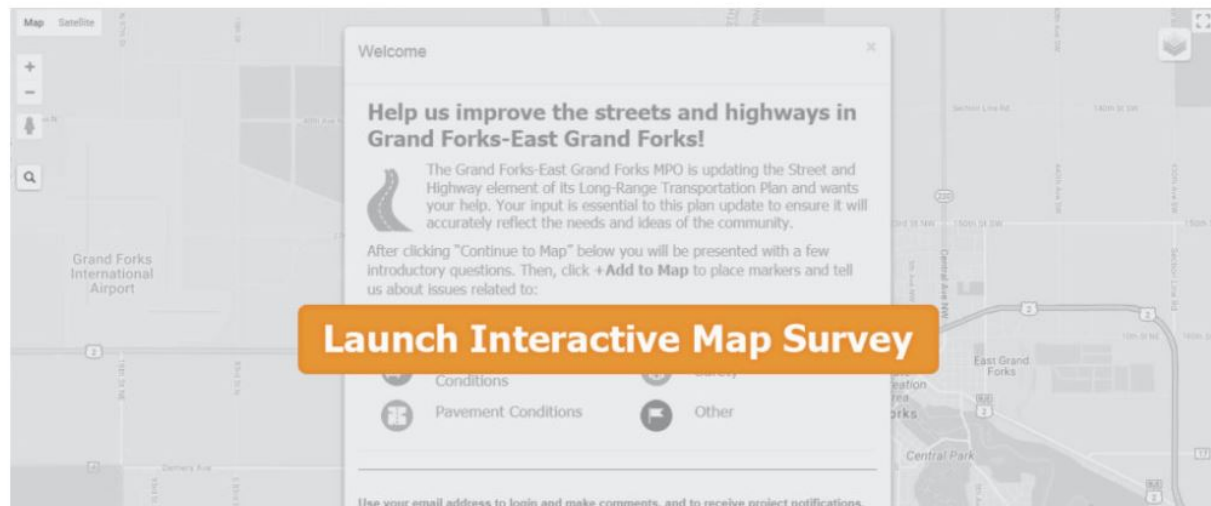
Empire Arts Center

415 Demers Ave, Grand Forks, ND 58201

- You can come and go at any time and a brief presentation will take place at 5:45

### Interactive Map

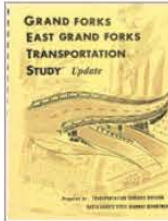
Click the image below to use the interactive map. Easily share your ideas for the Grand Forks-East Grand Forks MPO!





## 1969 Plan

**32<sup>nd</sup> Ave S.** Likely receive more serious consideration in future years; not officially a recommended project



## 1979 Plan

At **24<sup>th</sup> Ave S** or **32<sup>nd</sup> Ave S** with the official traffic forecast utilizing the **24<sup>th</sup> Ave S** location as the future street network



## 1992 Plan

**N. Bypass Bridge** at **27<sup>th</sup> Ave N** and continue study of feasibility and need for a local bridge beginning at **17<sup>th</sup> Ave S** and southward.



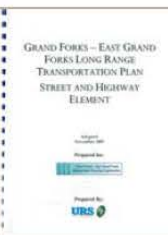
## 1999/2000 Plan

No new bridges but continue seeking two new bridges with focus on either **17<sup>th</sup> Ave S** or **32<sup>nd</sup> Ave S** for local traffic and **Merrifield Rd.** for “bypass” traffic.



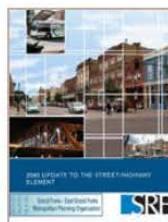
## 2004 Plan

**32<sup>nd</sup> Ave S** location for local traffic and **Merrifield Rd** for “bypass” traffic constructed within Plan horizon



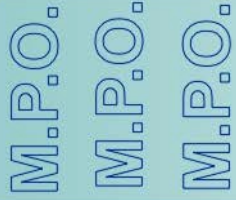
## 2007 Plan

**32<sup>nd</sup> Ave S** for local traffic and **Merrifield Rd** for “bypass” traffic but not within fiscally constrained plan so construction not within Plan horizon



## 2013 Plan

**32<sup>nd</sup> Ave S** for local traffic and **Merrifield Rd** for “bypass” traffic but not within fiscally constrained plan so construction not within Plan horizon



## Grand Forks - East Grand Forks Metropolitan Planning Organization

### MPO Staff Report

**Technical Advisory Committee: September 13, 2017**

**MPO Executive Board: September 20, 2017**

#### **RECOMMENDED ACTION: Information on Safety Performance Targets**

Matter of Information on Safety Performance Targets.

**Background:** MAP-21 created the requirement of performance based planning and programming. The recent FAST continued the same. The rule making documents were finalized implementing this performance based approach. The first focus on SAFETY.

The performance measures rules identifies that there are 5 different measures that are required at the State level. The rules also provide options for the State to split the measures between rural and urban. Neither state opted to split measures. Each state has informed the MPO of their respective targets.

The rules require MPOs to either adopt the State measure for all five or choose a combination of either the state's or an MPOs measure. Bi-state MPOs must address each state independently. The MPO has until February 23, 2018, to provide each state with the MPO targets.

The update to the Street/Highway Plan has as one of its tasks the work to assist the MPO in determining the appropriate outcome regarding these performance measures. We will be working through the process to allow the MPO to make its informed decision by the due date.

#### **Findings and Analysis:**

- None

#### **Support Materials:**

- Presentation

# Safety Performance Targets

The measures apply to all public roads regardless of ownership or functional classification:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per million VMT
- Number of non-motorized fatalities and non-motorized serious injuries

# Safety Performance Targets – State Draft March

## MN Draft 2018 Target

- Fatalities = 3% decline  
375
- Fatality Rate = 0%  
0.62
- Serious Injuries = 5% decline  
1,888
- Serious Rate = 0%  
3.11
- Bike/Ped = 5% decline  
348

## ND Draft 2018 Target Ranges

- Fatalities = 0 to 3% decline  
139 to 131 total
- Fatality Rate = 0 to 3% decline  
1.38 to 1.30
- Serious Injuries = +.5 to -.5%  
521 to 510
- Serious Rate = +.5 to -.5%  
5.14 to 5.04
- Bike/Ped = +3 to +1%  
37 to 35

ND has yet to identify the target; so still in ranges



# Safety Performance Targets – State Final

## MN 2018 Target

- \*Fatalities = 3% decline  
375
- \*Fatality Rate = 0%  
0.62
- \*Serious Injuries = ?% decline  
1,935
- Serious Rate = ?%  
3.19
- Bike/Ped = 5% decline  
348

## ND 2018 Target

- \*Fatalities = 0.5% decline  
138
- \*Fatality Rate = 0.5% decline  
1.366
- \*Serious Injuries = 0%  
516
- Serious Rate = 0.5%  
5.088
- Bike/Ped = 0%  
34

\* Same as Highway Safety Plan for each state

# Safety Performance Targets – MPO

## Due by Feb, 2018

### Support Each State Targets

Total 10 targets; 5 for each State

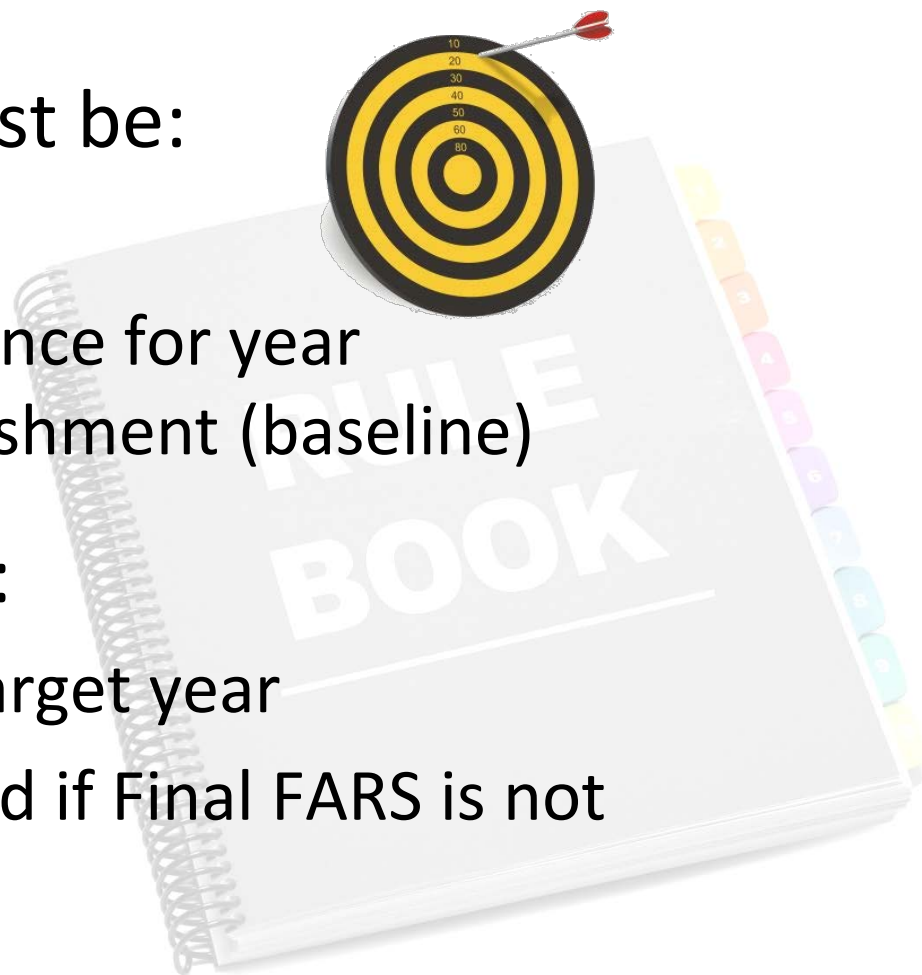
- Fatalities = 3% ; 0.5% declines  
375 ; 138
- Fatality Rate = 0% ; 0.5% decline  
0.62 ; 1.366
- Serious Injuries = ?% decline  
1,935 ; 516
- Serious Rate = ?%  
3.19 ; 5.088
- Bike/Ped = 5% ; 0% decline  
348 ; 34

### Adopt MPO Targets or Combo (min 5; max 10) (example shows 7)

- Fatalities = x% decline  
x
- Fatality Rate = 0% ; 0.5% decline  
0.62 ; 1.366
- Serious Injuries = x%  
x
- Serious Rate = x%  
5.088 ; 3.19
- Bike/Ped = x%  
x

# Determining Whether a State DOT Has Met or Made Significant Progress Toward Meeting Performance Targets – § 490.211

- 4 out of 5 targets must be:
  - Met, or
  - Better than performance for year prior to target establishment (baseline)
- Determination made:
  - End of CY following target year
  - FARS ARF may be used if Final FARS is not available



# Determining Whether a State DOT Has Met or Made Significant Progress Toward Meeting Performance Targets – § 490.211

- Optional targets will not be evaluated
- Requirements if State did not meet or make significant progress toward meeting targets
  - Use obligation authority equal to the HSIP apportionment for the prior year only for highway safety improvement projects, and
  - Submit a HSIP Implementation Plan



# Target Assessment Example

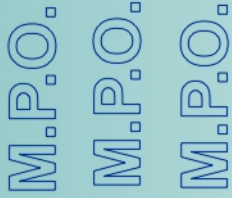
Performance Measure	5-year Rolling Averages			Target Achieved?	Better than baseline?	Met or Made Significant Progress
	2012 – 2016 Baseline Performance	2014-2018 Target	2014-2018 Actual Performance			
Number of Fatalities	474.0	468.0	472.4	No	Yes	Yes
Fatality Rate	0.988	0.980	0.990	No	No	
Number of Serious Injuries	2,310.4	2,160.0	2,185.6	No	Yes	
Serious Injury Rate	4.822	4.572	4.584	No	Yes	
Number of Non-motorized Fatalities and Serious Injuries	113.2	110.0	109.4	Yes	N/A	





# NHTSA Required Core “Outcome” Measures

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Number of:
  - Unrestrained passenger vehicle occupant fatalities, all seat positions
  - Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
  - Speeding-related fatalities
  - Motorcyclist fatalities
  - Unhelmeted motorcyclist fatalities
  - Drivers age 20 or younger involved in fatal crashes
  - Pedestrian fatalities
  - Bicyclist fatalities



# Grand Forks - East Grand Forks Metropolitan Planning Organization

## **MPO Staff Report** **Technical Advisory Committee: September 13, 2017** **MPO Executive Board: September 20, 2017**

**RECOMMENDED ACTION: Update on Near Southside Walkability Survey .**

Matter of the Near Southside Neighborhood Traffic Study

### **Background:**

Back in May, the MPO approved an amendment to the 2017 Work Program's Near Southside Neighborhood Study an activity to conduct a walkability survey. The activity was to be spearheaded by ATAC with involvement of neighborhood volunteers.

The event took place the evening of September 7<sup>th</sup>. This was when enough volunteers could commit to participating in this activity. We were able to enjoy 7 neighborhood volunteers to assist the 3 MPO staff, 2 ATAC staff, 2 police officers and 1 staff member from Safe Kids Grand Forks. ATAC trained the group on the use of the survey documents. The group was divided into four teams for each team to cover a specific area of the neighborhood. The individual groups had volunteers matched with staff to do the assessment of their area.

The survey used tomorrow has been provided by Federal Highway Administration's Pedestrian and Bicycle Safety Team through the University of North Carolina Highway Safety Research Center (Pedestrian and Bicycle Information Center). It is attached. It allows both identification of issues and allows a rating be given to the walkability. It includes objective observations (such as sidewalks available) and subjective observations (drivers behavior or walk pleasantness).

The safe routes to school maps for Phoenix and Lewis and Clark Elementary Schools were used to establish routes. See attached. The maps were quadrant off to make a survey walk within the timeframe provided. The groups assessed their respective area using the perimeter of their area. No assessment was made of the interior areas nor did 2 of the areas get canvassed.

The groups were able to complete their surveys and were provided a very brief discussion about the results. The discussion really focused on the overall rating, or walkability score, provided by each group.

## How does your neighborhood stack up? Add up your ratings and decide.

1. _____	26-30	Celebrate! You have a great neighborhood for walking.
2. _____	21-25	Celebrate a little. Your neighborhood is pretty good.
3. _____	16-20	Okay, but it needs work.
4. _____	11-15	It needs lots of work. You deserve better than that.
Total: _____	5-10	It's a disaster for walking!

The preliminary results showed that the overall ratings for each area were in the “**Celebrate a little; your neighborhood is pretty good**” walkability score. The scores were in the upper range of this grouping. With close to 100% sidewalks available on both sides of the street, berms between sidewalks and streets, mature trees on vast majority of berms, and mostly streets with of two lane traffic, it is not surprising the score was this good.



There was evidence that some recent investments had been done in the neighborhood to improve the walkability. Beginning in 2012, the City’s MUNI focused on this neighborhood. ADA compliant curb ramps were installed and sidewalks were reconstructed. Follow-up with city staff will be done to obtain more details of the improvements done, the rationale for the locations, and total investments with revenue source.

As with most things, items or issues were observed that would improve the walkability. These are being compiled yet some items such as lacking ADA curb ramps; uneven sidewalk pavements; and darkness of sidewalks during night time were common.

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

- In May, an amendment for the Scope of Work was approved
- The event occurred when a group of volunteers could be assembled.
- The group was trained at the beginning of the event prior to completing the assessment.
- The groups completed the assessment and preliminary results were noted.
- Overall, this is “pretty good” walkable neighborhood.
- Some issues or improvements were noted.

### **SUPPORT MATERIALS:**

- Documents used.



# Walkability Checklist

## How walkable is your community?

### Take a walk with a child and decide for yourselves.

Everyone benefits from walking. These benefits include: improved fitness, cleaner air, reduced risks of certain health problems, and a greater sense of community. But walking needs to be safe and easy. Take a walk with your child and use this checklist to decide if your neighborhood is a friendly place to walk. Take heart if you find problems, there are ways you can make things better.

### Getting started:

First, you'll need to pick a place to walk, like the route to school, a friend's house or just somewhere fun to go. The second step involves the checklist. Read over the checklist before you go, and as you walk, note the locations of things you would like to change. At the end of your walk, give each question a rating. Then add up the numbers to see how you rated your walk overall. After you've rated your walk and identified any problem areas, the next step is to figure out what you can do to improve your community's score. You'll find both immediate answers and long-term solutions under "Improving Your Community's Score..." on the third page.



Take a walk and use this checklist to rate your neighborhood's walkability.

# How walkable is your community?

## Location of walk

## Rating Scale:



### 1. Did you have room to walk?

- Yes     Some problems:
- Sidewalks or paths started and stopped
  - Sidewalks were broken or cracked
  - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
  - No sidewalks, paths, or shoulders
  - Too much traffic
  - Something else \_\_\_\_\_

**Rating:** (circle one)      Locations of problems:  
1 2 3 4 5 6      \_\_\_\_\_

### 4. Was it easy to follow safety rules? Could you and your child...

- Yes     No    Cross at crosswalks or where you could see and be seen by drivers?
- Yes     No    Stop and look left, right and then left again before crossing streets?
- Yes     No    Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
- Yes     No    Cross with the light?

**Rating:** (circle one)      Locations of problems:  
1 2 3 4 5 6      \_\_\_\_\_

### 2. Was it easy to cross streets?

- Yes     Some problems:
- Road was too wide
  - Traffic signals made us wait too long or did not give us enough time to cross
  - Needed striped crosswalks or traffic signals
  - Parked cars blocked our view of traffic
  - Trees or plants blocked our view of traffic
  - Needed curb ramps or ramps needed repair
  - Something else \_\_\_\_\_

**Rating:** (circle one)      Locations of problems:  
1 2 3 4 5 6      \_\_\_\_\_

### 5. Was your walk pleasant?

- Yes     Some problems:
- Needed more grass, flowers, or trees
  - Scary dogs
  - Scary people
  - Not well lighted
  - Dirty, lots of litter or trash
  - Dirty air due to automobile exhaust
  - Something else \_\_\_\_\_

**Rating:** (circle one)      Locations of problems:  
1 2 3 4 5 6      \_\_\_\_\_

### 3. Did drivers behave well?

- Yes     Some problems: Drivers ...
- Backed out of driveways without looking
  - Did not yield to people crossing the street
  - Turned into people crossing the street
  - Drove too fast
  - Sped up to make it through traffic lights or drove through traffic lights?
  - Something else \_\_\_\_\_

**Rating:** (circle one)      Locations of problems:  
1 2 3 4 5 6      \_\_\_\_\_

## How does your neighborhood stack up? Add up your ratings and decide.

1. \_\_\_\_\_    **26-30**    Celebrate! You have a great neighborhood for walking.
2. \_\_\_\_\_
3. \_\_\_\_\_    **21-25**    Celebrate a little. Your neighborhood is pretty good.
4. \_\_\_\_\_
5. \_\_\_\_\_    **16-20**    Okay, but it needs work.
- 11-15**    It needs lots of work. You deserve better than that.
- Total: \_\_\_\_\_    **5-10**    It's a disaster for walking!

Now that you've identified the problems,  
go to the next page to find out how to fix them.

Now that you know the problems, you can find the answers.

# Improving your community's score

## 1. Did you have room to walk?

Sidewalks or paths started and stopped  
Sidewalks broken or cracked  
Sidewalks blocked  
No sidewalks, paths or shoulders  
Too much traffic

### What you and your child can do immediately

- pick another route for now
- tell local traffic engineering or public works department about specific problems and provide a copy of the checklist

### What you and your community can do with more time

- speak up at board meetings
- write or petition city for walkways and gather neighborhood signatures
- make media aware of problem
- work with a local transportation engineer to develop a plan for a safe walking route

## 2. Was it easy to cross streets?

Road too wide  
Traffic signals made us wait too long or did not give us enough time to cross  
Crosswalks/traffic signals needed  
View of traffic blocked by parked cars, trees, or plants  
Needed curb ramps or ramps needed repair

- pick another route for now
- share problems and checklist with local traffic engineering or public works department
- trim your trees or bushes that block the street and ask your neighbors to do the same
- leave nice notes on problem cars asking owners not to park there

- push for crosswalks/signals/ parking changes/curb ramps at city meetings
- report to traffic engineer where parked cars are safety hazards
- report illegally parked cars to the police
- request that the public works department trim trees or plants
- make media aware of problem

## 3. Did drivers behave well?

Backed without looking  
Did not yield  
Turned into walkers  
Drove too fast  
Sped up to make traffic lights or drove through red lights

- pick another route for now
- set an example: slow down and be considerate of others
- encourage your neighbors to do the same
- report unsafe driving to the police

- petition for more enforcement
- request protected turns
- ask city planners and traffic engineers for traffic calming ideas
- ask schools about getting crossing guards at key locations
- organize a neighborhood speed watch program

## 4. Could you follow safety rules?

Cross at crosswalks or where you could see and be seen  
Stop and look left, right, left before crossing  
Walk on sidewalks or shoulders facing traffic  
Cross with the light

- educate yourself and your child about safe walking
- organize parents in your neighborhood to walk children to school

- encourage schools to teach walking safely
- help schools start safe walking programs
- encourage corporate support for flex schedules so parents can walk children to school

## 5. Was your walk pleasant?

Needs grass, flowers, trees  
Scary dogs  
Scary people  
Not well lit  
Dirty, litter  
Lots of traffic

- point out areas to avoid to your child; agree on safe routes
- ask neighbors to keep dogs leashed or fenced
- report scary dogs to the animal control department
- report scary people to the police
- report lighting needs to the police or appropriate public works department
- take a walk with a trash bag
- plant trees, flowers in your yard
- select alternative route with less traffic

- request increased police enforcement
- start a crime watch program in your neighborhood
- organize a community clean-up day
- sponsor a neighborhood beautification or tree-planting day
- begin an adopt-a-street program
- initiate support to provide routes with less traffic to schools in your community (reduced traffic during am and pm school commute times)

## A Quick Health Check

Could not go as far or as fast as we wanted  
Were tired, short of breath or had sore feet or muscles  
Was the sun really hot?  
Was it hot and hazy?

- start with short walks and work up to 30 minutes of walking most days
- invite a friend or child along
- walk along shaded routes where possible
- use sunscreen of SPF 15 or higher, wear a hat and sunglasses
- try not to walk during the hottest time of day

- get media to do a story about the health benefits of walking
- call parks and recreation department about community walks
- encourage corporate support for employee walking programs
- plant shade trees along routes
- have a sun safety seminar for kids
- have kids learn about unhealthy ozone days and the Air Quality Index (AQI)

Need some guidance? These resources might help...

# Great Resources

## WALKING INFORMATION

### **Pedestrian and Bicycle Information Center (PBIC)**

UNC Highway Safety Research Center  
Chapel Hill, NC  
[www.pedbikeinfo.org](http://www.pedbikeinfo.org)  
[www.walkinginfo.org](http://www.walkinginfo.org)

### **National Center for Safe Routes to School**

Chapel Hill, NC  
[www.saferoutesinfo.org](http://www.saferoutesinfo.org)

### **For More Information about Who Can Help Address Community Problems**

[www.walkinginfo.org/problems/help.cfm](http://www.walkinginfo.org/problems/help.cfm)

### **State Bicycle & Pedestrian Coordinators**

<http://www.walkinginfo.org/assistance/contacts.cfm>

## FEDERAL POLICY, GUIDANCE AND FUNDING SOURCES FOR WALKING FACILITIES

### **Federal Highway Administration**

Bicycle and Pedestrian Program  
Office of Natural and Human Environment  
Washington, DC  
[www.fhwa.dot.gov/environment/bikeped/index.htm](http://www.fhwa.dot.gov/environment/bikeped/index.htm)

## PEDESTRIAN SAFETY

### **Federal Highway Administration**

Pedestrian and Bicycle Safety Team  
Office Of Safety  
Washington, DC  
[http://safety.fhwa.dot.gov/ped\\_bike/](http://safety.fhwa.dot.gov/ped_bike/)

### **National Highway Traffic Safety Administration**

Traffic Safety Programs  
Washington, DC  
[www.nhtsa.dot.gov/people/injury/pedbimot/pedSAFE](http://www.nhtsa.dot.gov/people/injury/pedbimot/pedSAFE)

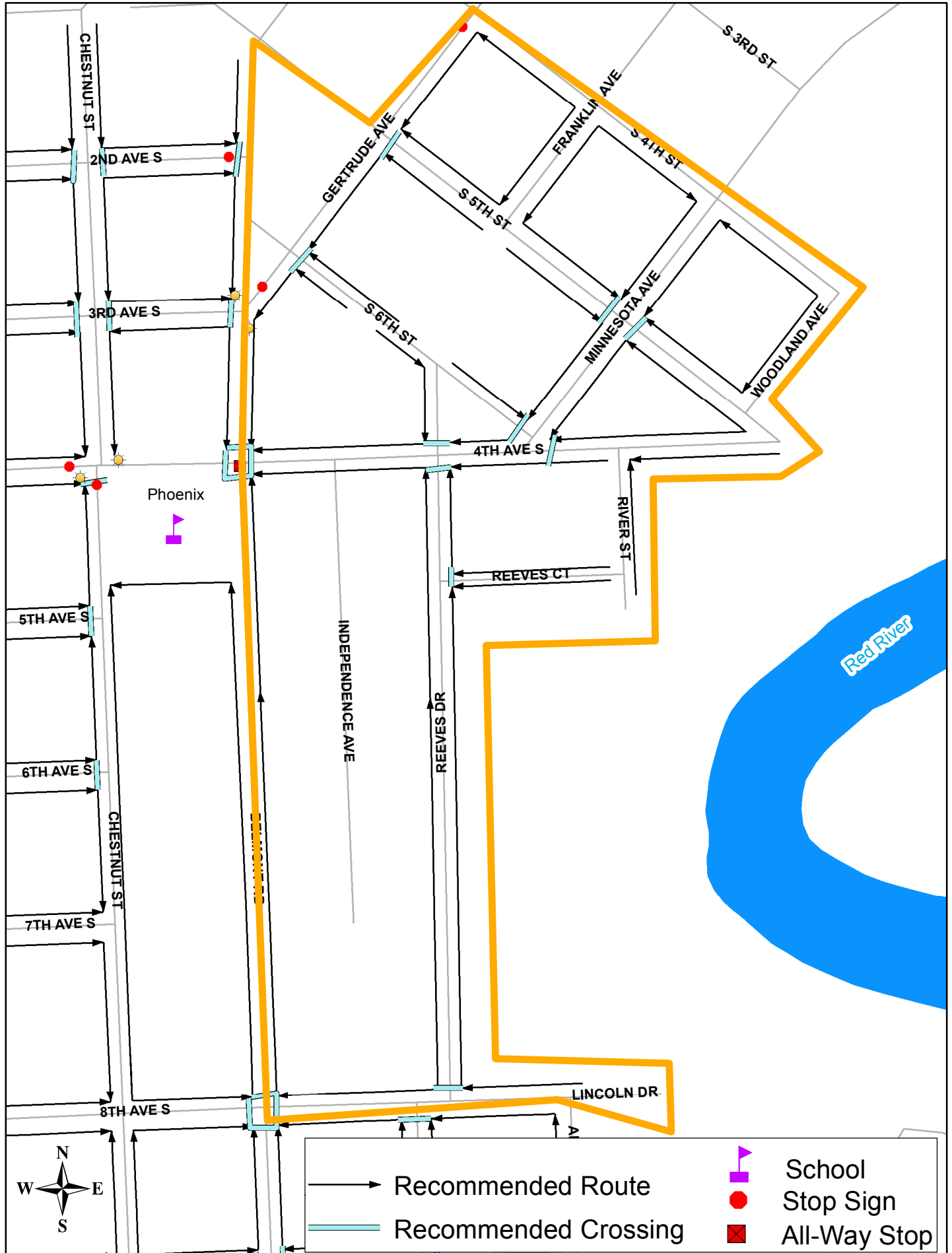
## SIDEWALK ACCESSIBILITY INFORMATION






### **US Access Board**

Washington, DC  
Phone: (800) 872-2253;  
(800) 993-2822 (TTY)  
[www.access-board.gov](http://www.access-board.gov)

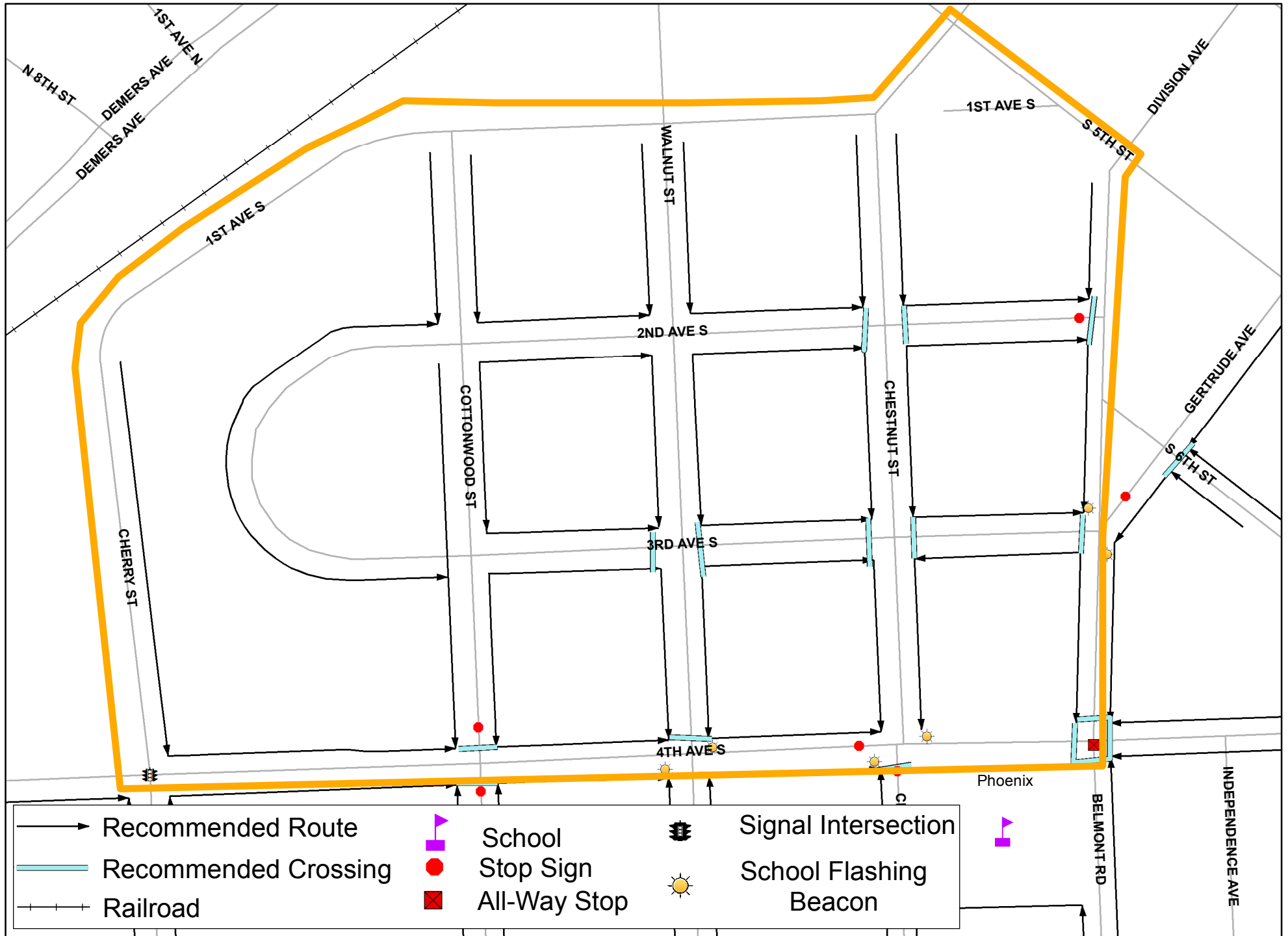


# Phoenix Safe Routes To School 2015- Area 1

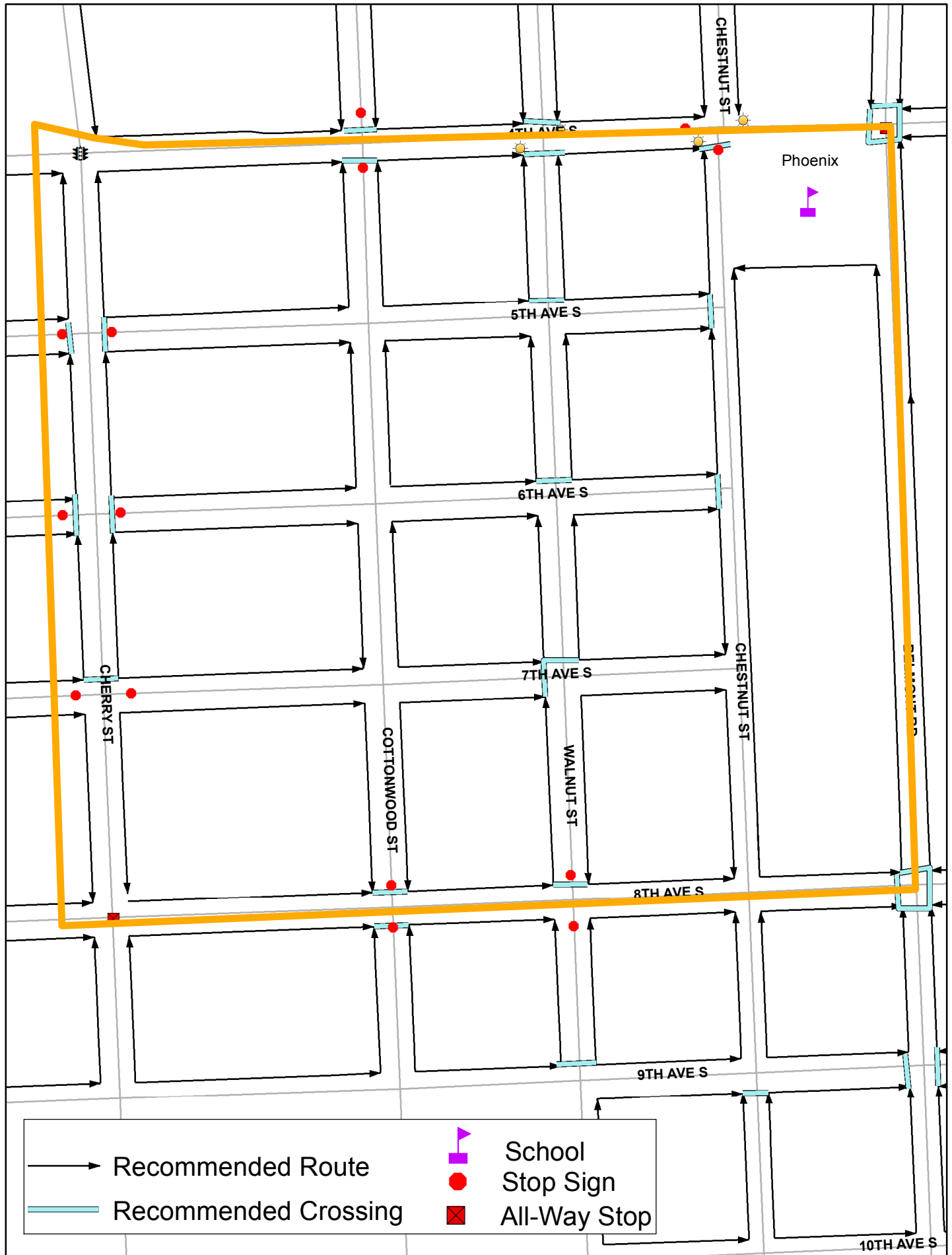


-  Recommended Route
-  Recommended Crossing
-  School
-  Stop Sign
-  All-Way Stop

# Phoenix Safe Routes To School 2015- Area 2



# Phoenix Safe Routes To School 2015- Area 3



- Recommended Route
- Recommended Crossing
- Stop Sign
- ⊠ All-Way Stop
- 🚩 School

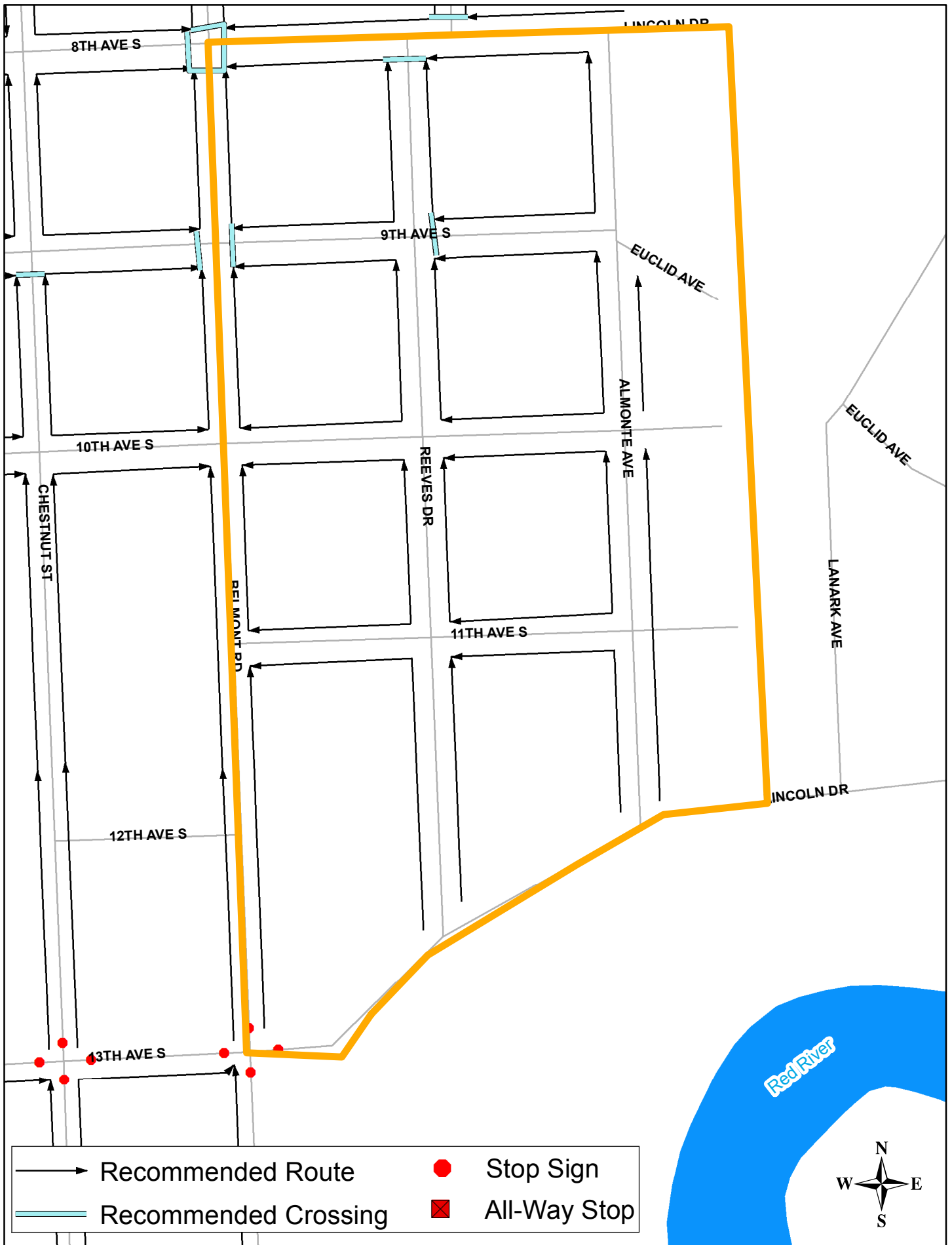


# Phoenix Safe Routes To School 2015- Area 4

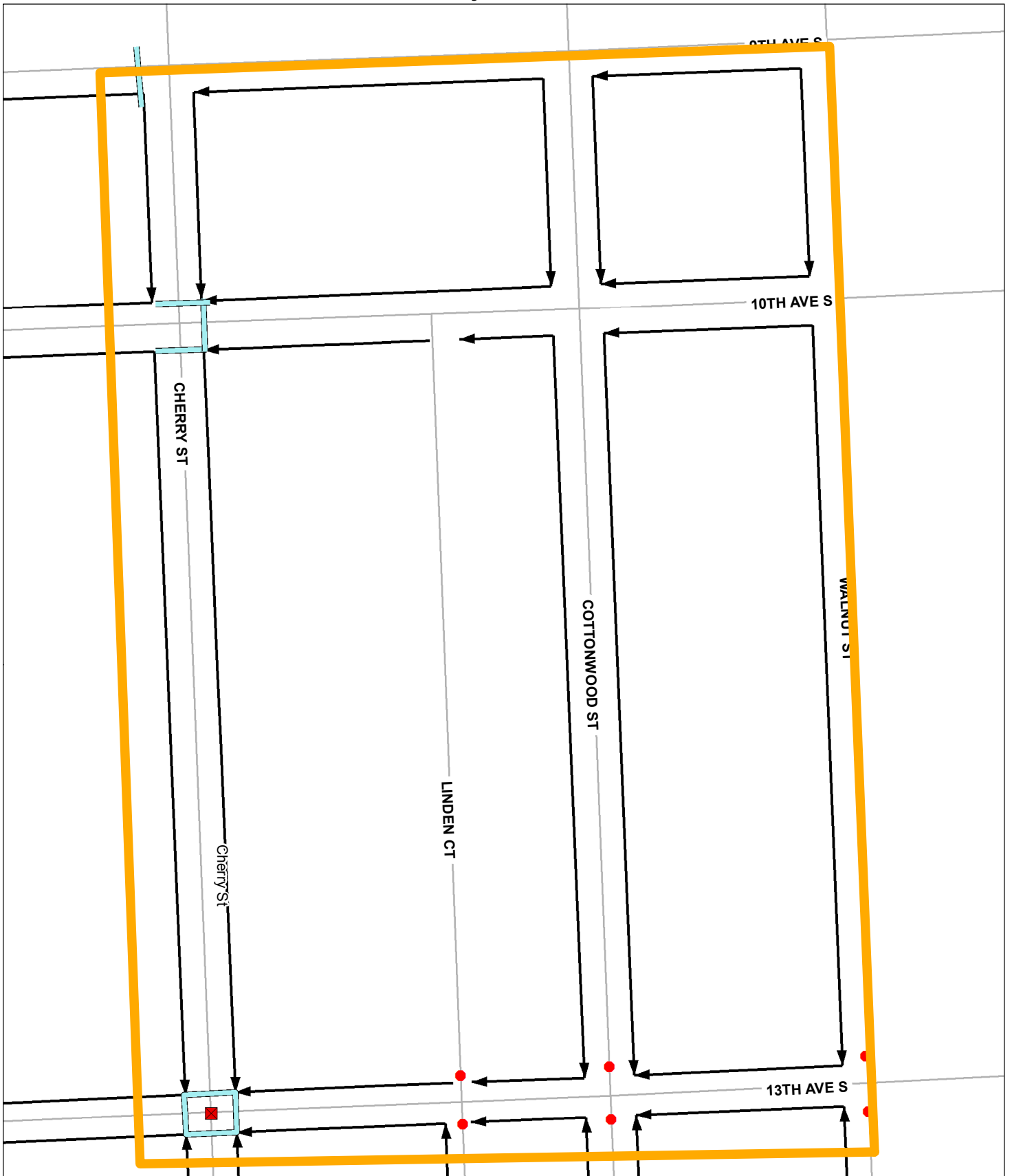








# Phoenix Safe Routes To School 2015- Area 5

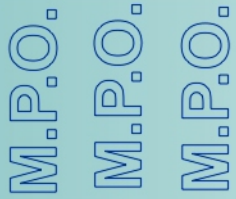


# Lewis & Clark Elementary Safe Routes to School 2015



 Recommended Route	 Stop Sign
 Recommended Crossing	 All-Way Stop





# Grand Forks - East Grand Forks Metropolitan Planning Organization

## MPO Staff Report

**Technical Advisory Committee: September 13, 2017**

**MPO Executive Board: September 20, 2017**

**RECOMMENDED ACTION: Discuss the 2018 Unified Planning Work Program.**

Matter of the 2018 UPWP.

**Background:** The MPO prepares a work program listing the activities that will be accomplished with the consolidated planning grant from the USDOT. The program is titled the Unified Planning Work Program and covers a two-year period. The MPO has prepared a work program listing the activities that will be accomplished with the federal Consolidate Planning Grant (CPG) and a planning grant from Minnesota, which helps off-set local match. We are ending the first year of the current two year program.

Towards the end of FY2017, we revisit the FY2018 UPWP to either confirm the activities and/or make amendments. Further, as future funding becomes more known, amendments will be necessary to reflect the new funding realities.

We do know that:

- The NDDOT approved allowing us to spend FY2014 funds that had previously be de-obligated. This “freed” 2017 funds to be carried over in 2018.
- Our 2018 revenue is increased about \$250,000 due to this. This number is an estimate and will not be final until late January 2018.
- We want to continue our Traffic Counting Program with ATAC as new signal and video detection take place. We also desire to extend this into East Grand Forks.

### **Findings and Analysis:**

- The MPO is required to prepare a Unified Planning Work Program.
- The activities are to occur over a two year period of 2017-2018.
- The activities have the support of each Local Unit of Government.
- We re-visit the second year towards the end of the first year.

### **Support Materials:**

- Copy of 2018 Unified Planning Work Program Line Item Listing

## GRAND FORKS - EAST GRAND FORKS

### 2018 ANNUAL WORK PROGRAM

ACTIVITY			FUNDING SOURCE		
			FED/STATE	STATE/LOCAL	TOTAL
<b>100.0 PROGRAM ADMINISTRATION</b>					
100.1	General Administration		24,000	6,000	30,000
100.2	UPWP Development		9,600	2,400	12,000
100.3	Financial Management		9,600	2,400	12,000
100.4	Facilities and Overhead		\$14,400	\$3,600	18,000
<b>200.0 PROGRAM SUPPORT AND COORDINATION</b>					
200.1	Interagency Coordination		28,800	7,200	36,000
200.2	Pub. Info. & Cit. Part.		16,000	4,000	20,000
200.3	Education/Training & Travel		16,000	4,000	20,000
200.4	Equipment		\$12,000	\$3,000	15,000
<b>300.0 PLANNING AND IMPLEMENTATION</b>					
300.1	Transportation Plan Update & Imp.		<b>206,000</b>	<b>51,450</b>	<b>257,450</b>
	ATAC		<b>28,000</b>	<b>7,000</b>	<b>35,000</b>
300.2	Corridor Planning		<b>112,800</b>	<b>28,200</b>	<b>141,000</b>
	300.20 US2/US81 Skewed Intersection		48,000	12,000	60,000
	300.21 ATAC Traffic Count		21,600	5,400	27,000
	300.22 Corridor Preservation		4,000	1,000	5,000
	300.23 Aerial Photo Update		39,200	9,800	49,000
300.3	TIP and Annual Element		<b>17,600</b>	<b>4,400</b>	<b>22,000</b>
300.4	Land Use Plan		<b>8,000</b>	<b>2,000</b>	<b>10,000</b>
300.5	Special Studies		<b>47,200</b>	<b>14,600</b>	<b>61,800</b>
	300.51 FAST Implementation		15,200	6,600	21,800
	300.53 School Safety Study		20,000	5,000	25,000
	300.54 Technical Assistance		12,000	3,000	15,000
300.6	Plan Monitoring, Review & Evaluation		<b>28,000</b>	<b>7,000</b>	<b>35,000</b>
	300.61 Monitoring & Surveillance Annual		16,000	4,000	20,000
	300.62 Data Collection		12,000	3,000	15,000
300.7	GIS Development & Application		<b>32,000</b>	<b>8,000</b>	<b>40,000</b>
	<b>TOTAL</b>		<b>610,000</b>	<b>155,250</b>	<b>765,250</b>

\* Minnesota and North Dakota State Funding will be used for local match.

## TABLE OF CONTENTS\* UPDATE SEPTEMBER, 2017

CODE	AREA	PROJECT SCHEDULE/TIMELINE		% COMPLETED	FISCAL YEAR	COMPLETION DATE
		Task(s)	ACTIVITY			
	Introduction					
300.1	PLANNING AND IMPLEMENTATION		ACTIVITIES			
	2045 Street & Highway Plan <b>NEW</b>	1	Consultants recently completed a successful open house meeting on August 30th. At the event they presented existing conditions and introduced performance measure information for the new MPO 2045 Street and Highway Plan. The next steps in the process will be to develop a 2045 "No-Build" transportation network and associated issues. The process includes development of Performance measures and associated metrics that will be used by community leaders in making short, medium and long-term investment decisions.	30%		
300.1	Plan Update (Travel Demand Model)	1	Received no response	40%	2106	16-Dec
300.1	Bicycle & Pedestrian Planning Element (Update)	2-3-4-5	MPO staff held developed and distributed for comments documents illustrating the following areas of the proposed Bicycle and Pedestrian Element Update: Part I -Goals and Objectives; Part II- Barriers (to mobility and accessibility); and Part III- Existing Conditions. Documents were distributed to members of the Advisory Committee seeking their input to successfully complete Task #5.	75%	2016	Sep-17
300.1	Transit Development Planning Element (Update)		<b>STUDY COMPLETED IN JULY, 2017</b>	99%	2016	Feb-17
300.2	CORRIDOR PLANNING					
300.2	Traffic Count Program	Ongoing	Resumed data collection setup for the rest of the intersections. Approx.	70%	2015	Ongoing
300.2	Corridor Preservation	Ongoing	Ongoing		2015	Ongoing
	Near South Neighborhood <b>NEW</b>	Task(s) 1	Received no response	15%	2017	2017
300.3	TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ANNUAL				2016	
300.4	LAND USE PLAN		ACTIVITIES			
300.5	SPECIAL STUDIES		ACTIVITIES			
300.5	MAP-21/FAST (2015)		Ongoing		2015	Ongoing
300.5	I-29 Traffic Operations Study	1	<b>STUDY COMPLETED IN JUNE, 2017</b>	100%	2015	7/30/2016 (Work extended to 2017)
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

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