



TECHNICAL ADVISORY COMMITTEE MEETING
WEDNESDAY, DECEMBER 11TH, 2019 - 1:30 P.M.
EAST GRAND FORKS CITY HALL TRAINING ROOM

MEMBERS

- Kadmas/Peterson
Ellis
Bail/Emery
Gengler/Halford
Riesinger/Audette
Hopkins/Laesch
Zacher/Johnson
Kuharenko/Williams
Bergman/Rood
West
Magnuson
Sanders
Christianson

- 1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE NOVEMBER 13TH, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF APPROVAL OF GF DOWNTOWN PARKING STUDY REPORT HAUGEN
6. MATTER OF APPROVAL AND PRIORITIZATION OF ND SIDE T.I.P. CANDIDATE PROJECTS HAUGEN
a) HSIP
b) Transportation Alternatives
7. MATTER OF APPROVAL OF AMENDMENT #1 TO WORK PROGRAM..... HAUGEN
8. MATTER OF UPDATE ON US2/US81 SKEWED INTERSECTION STUDY..... KOUBA
9. OTHER BUSINESS
a. 2019 Annual Work Program Project Update
10. ADJOURNMENT



**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, November 13th, 2019
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen, Chairman, called the November 13th, 2019, meeting of the MPO Technical Advisory Committee to order at 1:34 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: David Kuharenko, Grand Forks Engineering; Ali Rood, Cities Area Transit; Patrick Hopkins, MnDOT Planning Engineer; Ryan Riesinger, Airport Authority; Jason Peterson, NDDOT-Local District; Nancy Ellis, EGF Planning; and Michael Johnson (via conference phone), NDDOT-Local Government.

Absent: Steve Emery, Brad Bail, Jesse Kadrmas, Richard Audette, Darren Laesch, Dustin Lang, Ryan Brooks, Brad Gengler, Stephanie Halford, Dale Bergman, Paul Konickson, Lane Magnuson, Mike Yavarow, Lars Christianson, and Rich Sanders.

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

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

MATTER OF APPROVAL OF THE OCTOBER 9TH, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

Kuharenko referred to Page 6 of the minutes and pointed out that the last sentence in the second paragraph has question marks, and he is wondering what should be placed there instead. Kouba responded that she doesn't remember exactly what she said. McNelis stated that she would go back and listen to the recording of the minutes with Ms. Kouba to try to determine what was said and make that correction.

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE THE OCTOBER 9TH, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, SUBJECT TO FIGURING OUT WHAT WAS SAID AND REPLACING THE QUESTION MARKS IN THE LAST SENTENCE OF THE SECOND PARAGRAPH ON PAGE 6.

Haugen asked if there might be consideration to just remove that portion of the sentence from the minutes. Kouba agreed.

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MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE AMENDING THE MOTION TO APPROVE THE OCTOBER 9TH, 2019 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, SUBJECT TO REMOVAL OF THE CLAUSE CONTAINING THE QUESTION MARKS FROM THE SENTENCE IN THE SECOND PARAGRAPH ON PAGE 6 OF THE MINUTES.

MOTION, AS AMENDED, CARRIED UNANIMOUSLY.

MATTER OF FY2020-2023 T.I.P. AMENDMENTS

Haugen reported that as we discussed last month there are some differences between the S.T.I.P. on the North Dakota side, and our T.I.P., so today we are trying to address those differences, and amend the T.I.P. document.

Haugen commented that we did put out a notice that today is the opportunity for the public to attend the meeting or send written comments; however there is no one from the public here, and we also did not receive any written comments, or oral comments prior to today's meeting.

Haugen stated that the amendments cover Grand Forks projects and also one East Grand Forks project. He added that since we discussed many of them last meeting he won't focus on any of them unless someone has a question or concern regarding any of them.

Haugen said that there is one new project, that we didn't discuss last week, and that is a Transportation Alternative project that Grand Forks has going on on 17th Avenue South, so that is a project that is new to this package. He added that it is already awarded. Kuharenko said that he has a question on this project, and maybe Mr. Johnson can answer it. He asked that since it was bid in October is it actually a fiscal year 2019 project or would it be covered in 2020. Johnson responded that it depends on how it was authorized. He explained that he just went through and highlighted the projects that were in the 2020 to 2023 program so it depends on how it was actually authorized and he would have to go in and look at it to know for sure, but it was shown in North Dakota's S.T.I.P. as being in 2020.

Haugen commented that some of the things shown in green are just modifications identifying a correction to the program or the dollar amounts that didn't change the federal amount.

Haugen stated that the projects that we will spend some time and, and the were previously listed as illustrative projects. He explained that these are projects that North Dakota is identifying as "pending" in their S.T.I.P. list. He added that North Dakota has adopted a new philosophy or procedure for how pending projects are being handled in the urban area, the Urban Program. He explained that previously they were identified as "pending" and if they didn't get funded in the year shown they were not guaranteed funding in any subsequent year, they would have to go through the process again, but this year North Dakota is changing that and are indicating that if a pending project isn't funded in the year they are identified in the S.T.I.P., they will be funded the following year, so in trying to convey that message in our T.I.P. document, he put them in the year they are pending in the S.T.I.P. and then in the remark section he identified that if they

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aren't funded in 2022 they will be funded in 2023. Kuharenko commented that on the regional side he thought that the project was pending in 2023, otherwise in 2024 for the regional, based off a document he has. Haugen responded that he knows that something newer was sent out so he will make any necessary changes.

Haugen pointed out that both traffic signal projects were updated, and there was also a small chip seal project on U.S. Business 2, or North 5th Street as well. Kuharenko commented that just as a point of clarification; pending 2023, otherwise 2024 that was all for the Regional, and he thinks that the Urban is still 2022, with 2023 if not funded in 2022.

Haugen reported that there is one East Grand Forks project, which is the 2019 Fixed Route Operation Project listing that wasn't awarded in FY 2019 so we are amending it into FY 2020, and is showing just the federal amount.

Haugen explained that since these were previously illustrative projects the T.I.P. document is being amended to show that the three projects are being programmed. He added that the end result of this is that we no longer have illustrative projects in our T.I.P. document, they are all now programmed, they are the various years of pending funding for that year, if they don't get funded in the year listed they will be programmed to be funded the following year.

***MOVED BY ROOD, SECONDED BY ELLIS, TO APPROVE FORWARDING A
RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY
APPROVE THE FY2020-2023 T.I.P. AMENDMENTS SUBJECT TO CLARIFICATION ON
THE REGIONAL TRAFFIC PROGRAM PROJECTS.***

Voting Aye: Riesinger, Rood, Johnson, Kuharenko, Peterson, Hopkins, and Ellis.

Voting Nay: None.

Abstain: None.

***Absent: Kadrmaz, Bergman, Bail, Emery, Gengler, Brooks, Halford, Audette, Hanson,
Laesch, West, Magnuson, Sanders, and Christianson.***

MATTER OF CAT/UND MERGER STUDY

Kouba reported that this is the final document. She stated that one of the biggest reason for the delay was due to the fact that it took some time to determine whether or not this was a feasible idea or not; and it was final approved.

Kouba said that, as you can see, they have a final budget, and the two biggest negotiating points were the cost of service and the cost of vehicles. She explained that the City, CAT and UND came to an agreement that the City would be covering an additional \$114,500 for the operating costs, which would reduce the amount UND would have to pay; and then CAT agreed to purchase the three buses needed for the UND Shuttle Routes up front and then an annual reimbursement plan would be put into place for the local costs by UND so this cost will be added to their quarterly billing.

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Kouba commented that the document also stated that there may be a possibility that we could receive some additional funding with the additional routes, but after an analysis was completed it was determined that the routes were too short in length and time and we wouldn't be getting enough ridership to be able to get any additional federal funding.

Rood stated that, just as a point of clarification, adding the new UND service will actually not increase any costs to either the City of Grand Forks or the City of East Grand Forks. She said that when Ms. Kouba mentioned the \$114,500 being picked up by the City of Grand Forks, that is just part of UND's allocation based on a cost allocation model, so we agreed to absorb some of the administrative costs that were allocated to UND because we weren't actually hiring additional administrative staff or expanding our facilities or anything like that based on this expansion, so it is not a cost increase to either City.

MOVED BY KUHARENKO, SECONDED BY HOPKINS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FINAL CAT/UND MERGER STUDY, AS PRESENTED.

Voting Aye: Riesinger, Rood, Johnson, Kuharenko, Peterson, Hopkins, and Ellis.

Voting Nay: None.

Abstain: None.

Absent: Kadrmas, Bergman, Bail, Emery, Gengler, Brooks, Halford, Audette, Hanson, Laesch, West, Magnuson, Sanders, and Christianson.

MATTER OF UPDATE ON FAMILY OF PUBLIC PARTICIPATION PLANS

Haugen reported that we are proceeding forward with the next couple of documents. He stated that the first agenda item covers our Limited English Proficiency and Private Sector Participation documents, which are part of our requirements for our federal funding; in particular to engage all and any interested parties, and then there are things we have to identify for particular populations, and Limited English Proficiency is one of those.

LIMITED ENGLISH PROFICIENCY

Kouba stated that we were looking at the high concentration of Limited English Proficiency and decided to have that meaningfully greater be basically the same across all of these documents, of it is either 50% of the census block group or it is 2 times the total percent of the population average.

Kouba said that they brought this forward into the Limited English Proficiency document and it works out that there is not a lot of Limited English Proficiency areas but there are areas within each City. She added that they also divided that into each City as well, so we have areas to be considered within each City.

Kouba commented that there is the statement of how often we will be updating the information in the document, and that will be every four years.

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Haugen said that we don't have a strong Limited English Proficiency language yet, but we are generating some concentrations that might mean we will have to face with future efforts. He added that the other thing is that we are relying on the census, and they group a lot of other languages together so we still don't get a good sense of what the strong other languages are; Spanish is one that they include, however we identify that it is our largest language, so we can't really focus on just specific languages that are spread fairly well out and they aren't specific to us.

Rood commented, then, that the high concentration areas of 4% and 6%, that was just defined locally, it isn't a national standard of high concentration. Haugen responded that that is correct.

Williams asked if this is the same as the Environmental Justice map, or is it different. Kouba responded that it is different because it isn't based on the environmental justice, which is minorities and low income, this is based on the ability to speak English. Williams asked what is located north of Gateway, is there residential there. Kouba responded that there isn't a whole lot. Haugen commented that because there is such a large census tract, it doesn't take much for a small population to show up in the statistical analysis. Ellis added that it is kind of like East Grand Forks, a majority of it is Crystal Sugar.

***MOVED BY KUHARENKO, SECONDED BY PETERSON, TO APPROVE FORWARDING
A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY
APPROVE THE LIMITED ENGLISH PROFICIENCY DOCUMENT, AS PRESENTED.***

Voting Aye: Riesinger, Rood, Johnson, Kuharenko, Peterson, Hopkins, and Ellis.

Voting Nay: None.

Abstain: None.

***Absent: Kadrmas, Bergman, Bail, Emery, Gengler, Brooks, Halford, Audette, Hanson,
Laesch, West, Magnuson, Sanders, and Christianson.***

PRIVATE SECTOR PARTICIPATION

Haugen referred to the packet and explained that a couple pages of this agenda item covers our Private Sector Participation document. He stated that it is specific to our FTA funds, however it covers planning activities and program activities that we have to give this population some attention when we try to get public participation on our documents.

Haugen said that there are no real population percentages or other analyses, it is straight forward verbiage on what FTA expects us to do to make sure that the private sector still has the ability to participate in public transportation opportunities.

Haugen reported that this document, again, is a requirement of FTA; particularly, as was already mentioned, why it is there, it is just a little thing and it does clearly state that when the transit agency is supposed to do a program of projects, they are utilizing the MPO's T.I.P. process for

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that purpose, so it states that, and, again, it is part of our family of public participation plans, and this way the transit operators don't have to produce their own process for public engagement.

MOVED BY ROOD, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE PRIVATE SECTOR PARTICIPATION DOCUMENT, AS PRESENTED.

Voting Aye: Riesinger, Rood, Johnson, Kuharenko, Peterson, Hopkins, and Ellis.

Voting Nay: None.

Abstain: None.

Absent: Kadrmas, Bergman, Bail, Emery, Gengler, Brooks, Halford, Audette, Hanson, Laesch, West, Magnuson, Sanders, and Christianson.

PUBLIC PARTICIPATION PLAN

Haugen said that before we get to the Public Participation Plan he will note that Civil Rights Title VI is an ADA requirement. He stated that the NDDOT just published a new Title VI document, and they are our lead agency so we are reviewing their document with our Title VI document to make sure that they mesh, so that we aren't adopting something and then find out later that we have to change it because we aren't meshing with their Title VI document, so we are hoping to have the update to the Title VI document next month.

Haugen commented that initially when we started this process we didn't think it would be a major update for those documents because North Dakota, as part of their review and oversight, they have to pick an FTA Sub-Recipient every year to do an audit of their Title VI ADA program, and we were recently successful on two of those audits so we thought we were pretty good but we found out late that North Dakota DOT updated their documents, which will cause us to update our documents, so with that we have covered all the rest of the documents, and now we will discuss the Public Participation Plan document itself in our family of plans.

Haugen stated that with this update there were several things that we decided to suggest doing; the first one was to delete all of the recitation of federal law in the document, to trim it down, and if people are interested in that information it is readily available elsewhere, and so the document is half the size it used to be. He said that the other thing that they did was to update our study area and our organizational charts, then before we get into the participation goals and objectives and standards changes, also shortened were specific things that we had to the Metropolitan Transportation Plan and the T.I.P., we do have separate documents that outline how we prepare those documents and amend those documents, so in this participation plan, instead of reciting them we are more focusing on just generically what those two things are, the processes, and referring people to those other manuals.

Haugen commented that the only other real substantial change that we made deals with standards on notices and public hearing notices. He explained that we used to have a standard of everything needing to have a ten day prior notification timeline, but we separated that out for the

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public hearings to continue to have a ten day prior notification timeline but for public notices, etc., we will now have a five day prior notification timeline, so we modified this in the plan.

Kuharenko referred to Page 4 of the document and said that it indicates that the MTP is comprised of the Street and Highway Plan, Transit Development Plan, and the Bike/Ped Plan; is the Land Use Plan not considered a part of it as well. Haugen responded that it is not.

Kuharenko referred to Page 3 of the document, and pointed out that he may want to look at updating the map because there are a lot more streets in Grand Forks than is shown here. Haugen responded that they will look at updating that map.

Haugen stated that one thing that will be happening with this, and also attached, are all the rest of the documents that we have been talking about, is that Federal Law requires that this document actually be out in the public for a 45-day comment review period, so what we action we take today is to get it to submit to the public comment period, the 45-day public comment period; and then because these are family plan documents, all those other documents are subject to that 45-day review and comment period as well.

Williams referred to Page 1 of the document and asked where it says "...define principles and strategies for public involvement throughout the transportation planning process", that is throughout the MPO transportation planning process or does this cover things that the City might do. Haugen responded that this is an MPO document, so it is covering the MPO and whatever MPO assisted activities we do for either City, so we are talking about doing the Land Use Plans next year, and when we start doing land use plans there are City processes and procedures that have to be followed, but with this MPO assistance come out public participation plan. Williams said, though, that if the MPO isn't involved in something that the City is doing it wouldn't apply. Rood responded that we are required, the City as an FTA recipient, for example, to have a Public Participation Plan, so what we do is we have an MOU with the MPO certifying that we will follow their plan instead of having our own, so that might be something to look into. Haugen added that that is an FTA allowance into the process because of the POP requirement we talked about earlier.

MOVED BY KUHARENKO, SECONDED BY ROOD, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE PUBLIC PARTICIPATION PLAN DOCUMENT, AS PRESENTED.

Voting Aye: Riesinger, Rood, Johnson, Kuharenko, Peterson, Hopkins, and Ellis.

Voting Nay: None.

Abstain: None.

Absent: Kadrmas, Bergman, Bail, Emery, Gengler, Brooks, Halford, Audette, Hanson, Laesch, West, Magnuson, Sanders, and Christianson.

Haugen stated that provided the MPO Executive Policy Board approves this next week that will open up the 45-day comment and review period for all of the documents.

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MATTER OF ANNOUNCEMENT OF CANDIDATE PROJECT SOLICITATION

Haugen commented that this item is announcing the remaining solicitation of projects for the next T.I.P. cycle.

Haugen stated that on the Minnesota side we did have the Transportation Alternatives program open, they closed on October 31st, and there were no projects submitted in our study area so we are done with Transportation Alternatives and Safe Routes to School programs.

Haugen commented that now on the Minnesota side there is an HSIP process that is open until the 17th of November.

Haugen reported that we are opening the rest of the solicitation because the City of East Grand Forks gets funding every four years, and we have 2022 already programmed, so 2024 isn't eligible. He said that we aren't opening up the City Sub-target, but we are seeing if either the County of the State has projects that they are going to give us for either 2023 or 2024, and the deadline for those is December 27th.

Haugen stated that on the North Dakota side the final three programs are open for solicitation and the notifications have been sent out to the appropriate staff.

Haugen said that the Urban Program, which, again is the Main Street Program, on the North Dakota side; Urban Roads covers the local roads and the Urban Regional roads, and included in that pack of information with the solicitation there are specific instructions for the Urban Roads and Urban Regional Program, that they really only want the worksheets filled out for 2024 projects, that you would be submitting to us. He said that he is assuming, that although it doesn't say that we are still asking for the Regional System, the plus one year. Johnson responded that that is correct. Haugen said, then, that you need to focus on 2024, and on the Regional side the 2025 possibilities. He added that the deadline for those is December 20th, and because of the lateness of the solicitation they have been moved back to allow a reactive time to the local partners on nominating those projects.

Haugen reported that not yet identified is the North Dakota Recreational Trails solicitation, and when that starts. He said that it will be vetted through the Parks and Rec Department.

Kuharenko said that, just to give you a heads up, the Committee of the Whole met last night and they ended up seeing the item for the Transportation Alternatives and the HSIP requests, so provided they are approved by the City Council next week you should be seeing those sometime next week. Haugen asked if there was anything regarding railroad crossings. Kuharenko responded that he isn't aware of anything on railroad crossings at this time.

Information only.

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OTHER BUSINESS

a. 2019 Annual Work Program Project Update

Haugen reported that attached is his first attempt at doing the monthly update to the work activities.

Information only.

b. Skewed Intersection Steering Committee Meeting November 25th

Kouba reported that the Steering Committee is meeting on November 25th to look at the final document for the Skewed Intersection. Haugen asked if the draft document was on the website. Kouba responded that it isn't but that she will get it on there.

Information only.

c. Downtown Parking Study Presentation To City Council December 2nd

Haugen commented that the Downtown Grand Forks Parking Study recommendations, a presentation is set to be given on December 2nd, but it isn't much of a presentation of the parking study. Williams asked if that was online. Haugen responded that the study is online.

Information only.

ADJOURNMENT

***MOVED BY ELLIS, SECONDED BY KUHARENKO, TO ADJOURN THE NOVEMBER
13TH, 2019 TECHNICAL ADVISORY COMMITTEE MEETING AT 2:08 P.M.***

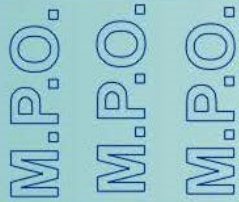
MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis,
Office Manager

Overcoming Barriers

Strengthening Connections



**Grand Forks - East Grand Forks
Metropolitan Planning Organization**

Ensuring Opportunities

Planning One Community

*“A community that provides a variety of complementary transportation choices, that are fiscally constrained,
for people and goods.”*

MPO Staff Report

Technical Advisory Committee: December 11, 2019

MPO Executive Board: December 18, 2019

RECOMMENDED ACTION: Approval of the GF Downtown Parking Study.

Matter of the GF Downtown Parking Study

Background: KLJ, with sub-consultant RDg, were retained to assist the City of Grand Forks and the MPO update the parking demand study completed in 2011. The City is drafting a Downtown Action Plan, which is focusing on redevelopment of key sites. These redevelopments may create different parking demand than previously anticipated. Therefore, the study is to review the demand for parking for the next 5 to 10 years as these potential redevelopments come online.

The scope is to also analyze the existing parking supply, how it is managed, and how improvements recommended in the 2011 report be implemented or modified.

A 4th meeting of the Steering Committee was held in August to review the recommended implementation section and to review the full draft of the report. Committee members support the report and recommendations. Attached are slides that presented information on the implementation recommendations from the draft report.

Together with the Downtown Action Plan, the Parking Study was presented to the Grand Forks Council on December 2nd.

Findings and Analysis:

- The Work Program identified an activity to update the 2011 Parking Report for Downtown Grand Forks.
- KLJ was retained to assist in the completion of the update.
- A sub-committee of the Downtown Action Plan Committee has been formed to assist us in the update; this sub-committee has been augmented by key staff from the City Departments,

County and the School District.

- Public input was received during “taco ‘bout parking” event (March 21st) and as part of the GF Downtown Action Plan event (May 1st), as well as social media/webpage info.
- The Steering Committee approved the Report.

Support Materials:

- Reports can be viewed at:
<https://theforksmpo.files.wordpress.com/2019/11/finalgrandforksdowntownparkstudynov2019.pdf>
- Slides from Implementation Powerpoint

Overcoming Barriers Strengthening Connections



Grand Forks - East Grand Forks
Metropolitan Planning Organization

Ensuring Opportunities Planning One Community



ENGINEERING, REIMAGINED

Downtown Parking Study

GRAND FORKS, ND

AUGUST 2019

Implementation



Short-Term

Information
and Marketing

Signage and
Wayfinding

Parking Ramp
Operations and
Permitting

Prioritize
Walking and
Biking

Expand Parking
Enforcement

LDC Code
Changes

Key Issue: Perception

3,600+

Parking Spaces

39%

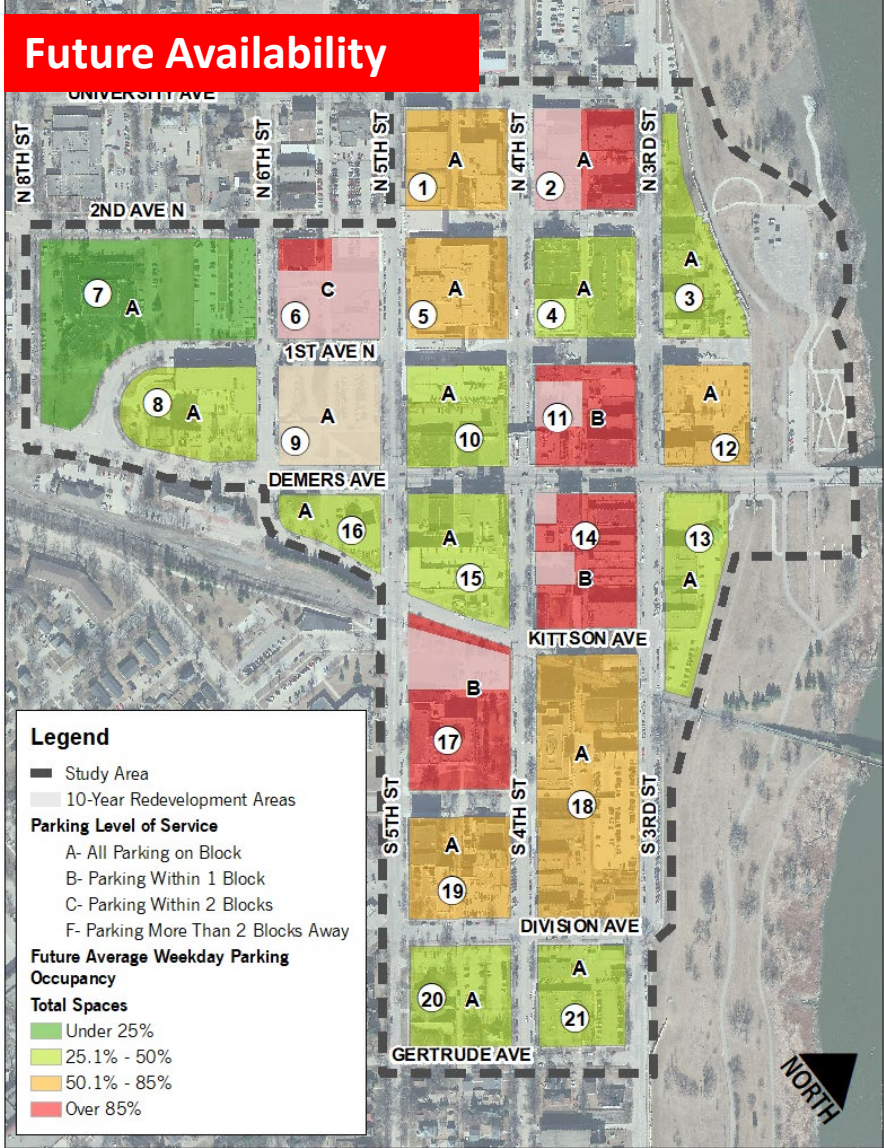
65%

Average Occupancy

51%

61%

Peak Occupancy



Short Term: Information and Marketing

Marketing Campaign should include:

- Information and marketing campaign
- A downtown parking brand
- Easy to read parking locations and restrictions map



Short Term: Information and Marketing

Key Issue

Perception

Public Support

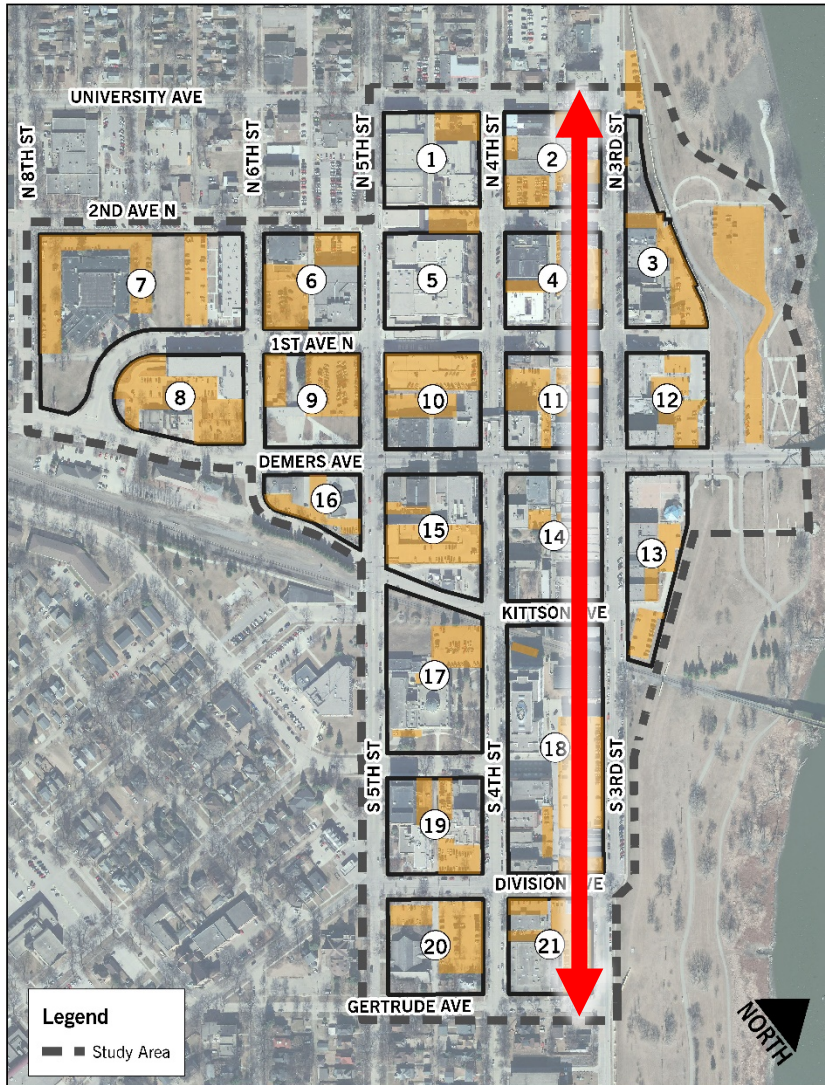
47%

Committee Support

100%

- Expand the availability, visibility, and accessibility of parking information
- Make parking downtown easier

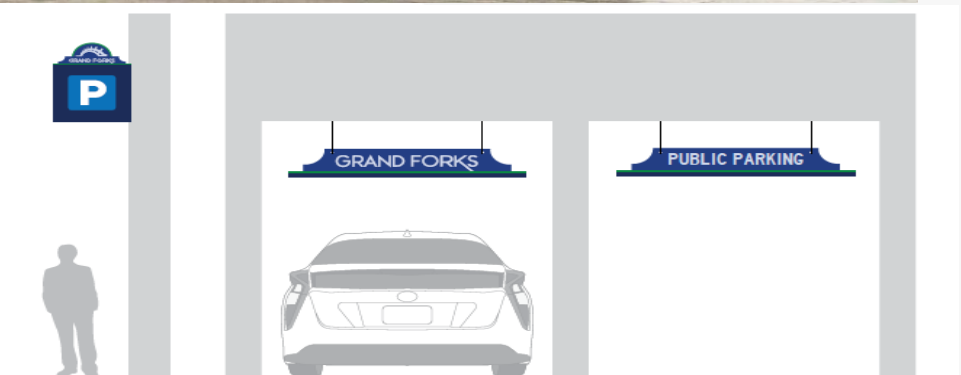
Key Issue: Multimodal Mobility



- Downtown is a half-mile long
- Most pedestrians could walk that distance in about 15 minutes
- Create a park once environment

Short Term: Signage and Wayfinding

- Clearer signage and information on parking ramps



Short Term: Signage and Wayfinding

Key Issue

Perception & Multimodal

Public Support

100%

Committee Support

100%

- Improved signage can inform trip making behavior and make parking easier to find
 - Implement wayfinding standards identified in the DAP

Short Term: Prioritize Walking and Biking Investments

- Complete ADA evaluation
- Support multimodal investments in DAP and upcoming Downtown Transportation Plan
- Expand bicycle parking at high activity locations



Short Term: Prioritize Walking and Biking Investments

Key Issue

Multimodal

Public Support

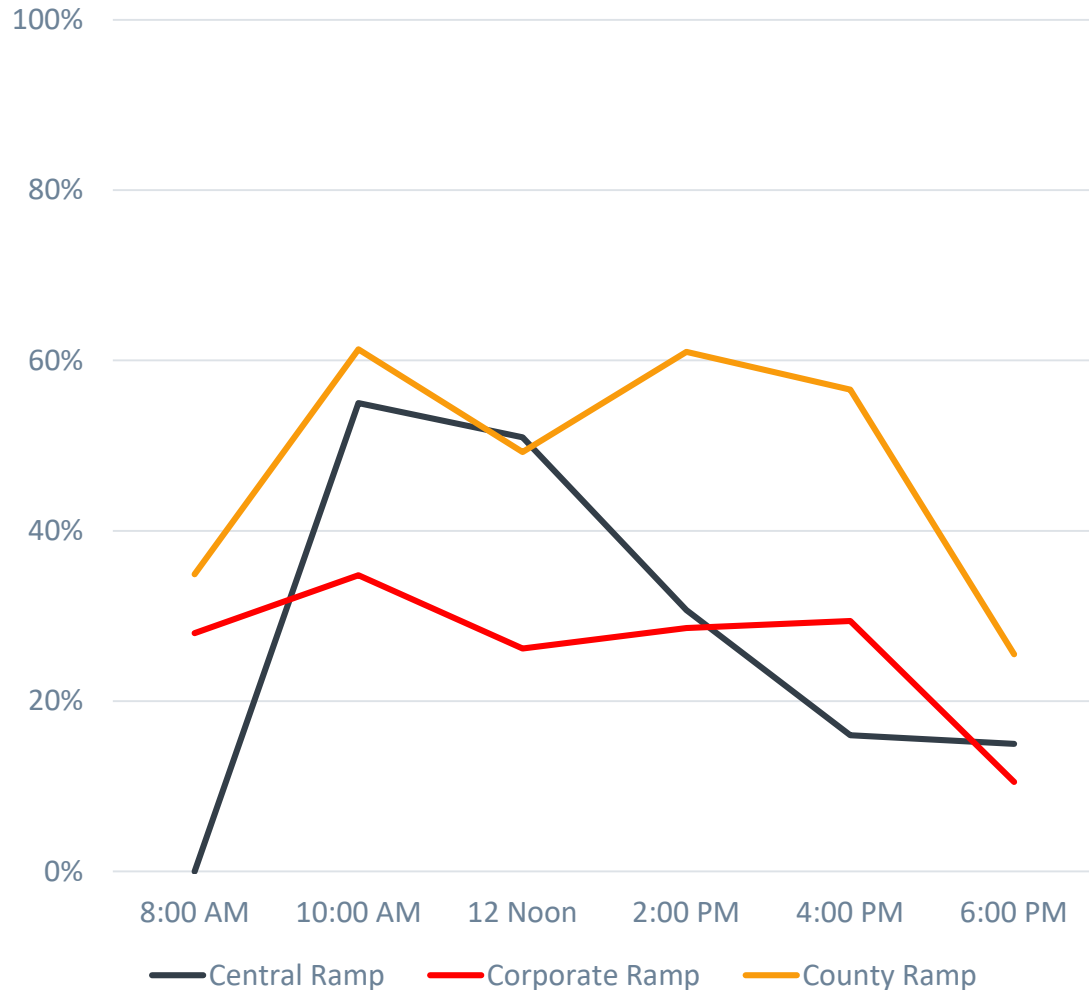
65% - 100%

Committee Support

90% - 94%

- Easy parking encourages visitors to park and repark to get closer, increase parking demand and congestion
- Encouraging multimodal options support a park once philosophy

Key Issue: Single Use and Private Parking



- 3 Ramps and 3 different permit parking restrictions
- Creates user confusion and discourages use



Short Term: Parking Ramp Operations and Permitting

- Streamlining restricted times across city and county ramps
- Remove 24-hour restricted parking from first level
- Simplify the permitting process and allow for online purchase and cancellation
- Sign each parking space intended to be permitted



Short Term: Parking Ramp Operations and Permitting

Key Issue

Single Use and Private Parking

Public Support

24%

Committee Support

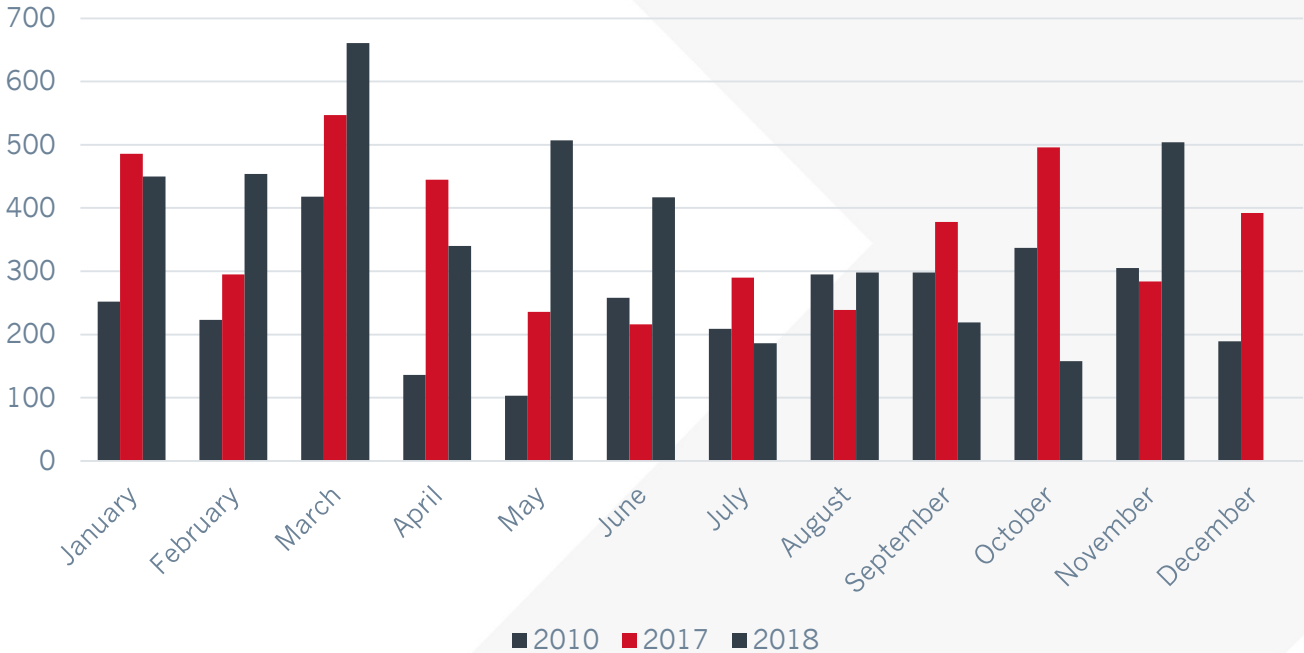
100%

- Often seen as confusing and inconvenient
- Central High School expected to reduce need in Central Ramp can open up additional parking for highest demand areas
- Any changes should be signed and marketed

Key Issue: Enforcement

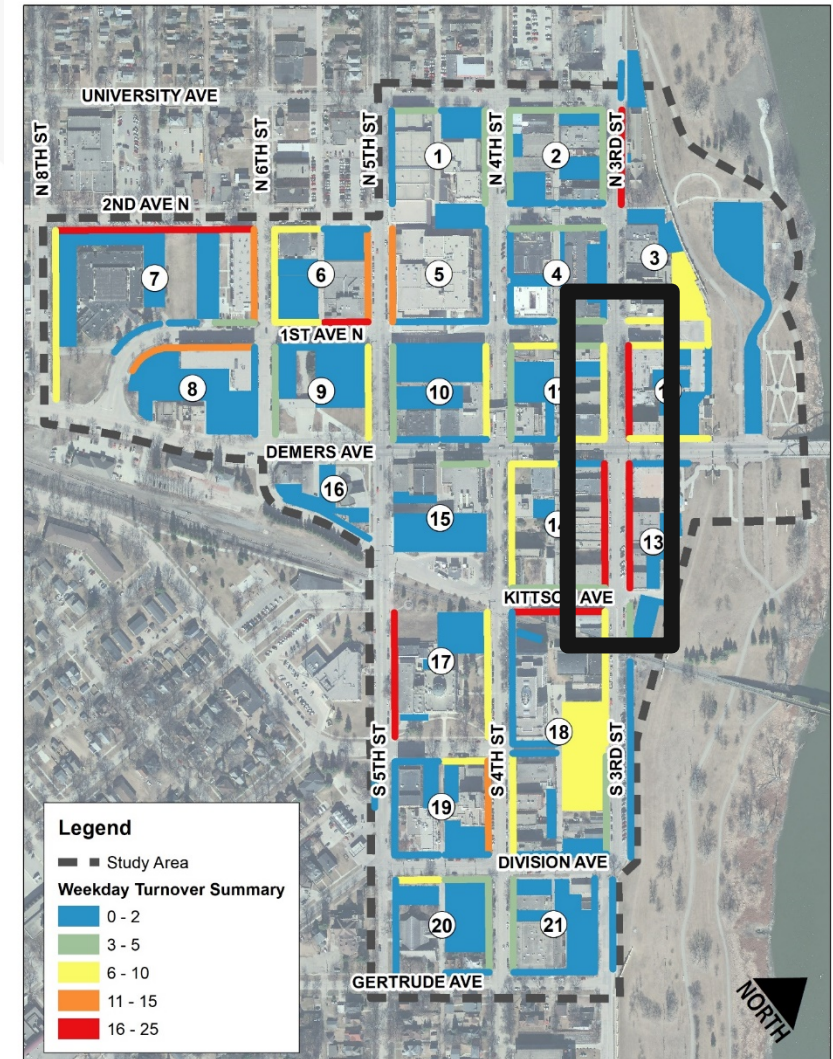


- Nearly 1 in 4 vehicles stays beyond posted time limits
- Overtime parking increased from 17% in 2011 to 24% in 2018



Short Term: Enforcement

- Digital tracking and ticketing system
- License plate readers
 - doing demos of license plate readers and a digital app with UND
- Prioritize enforcement around high violation and high activity areas
 - budgeting has already started to add one community service officer to do parking enforcement.
- Recollect overtime violation data to determine if behavior changes



Short Term: Parking Ramp Operations and Permitting

Key Issue

Enforcement

Public Support

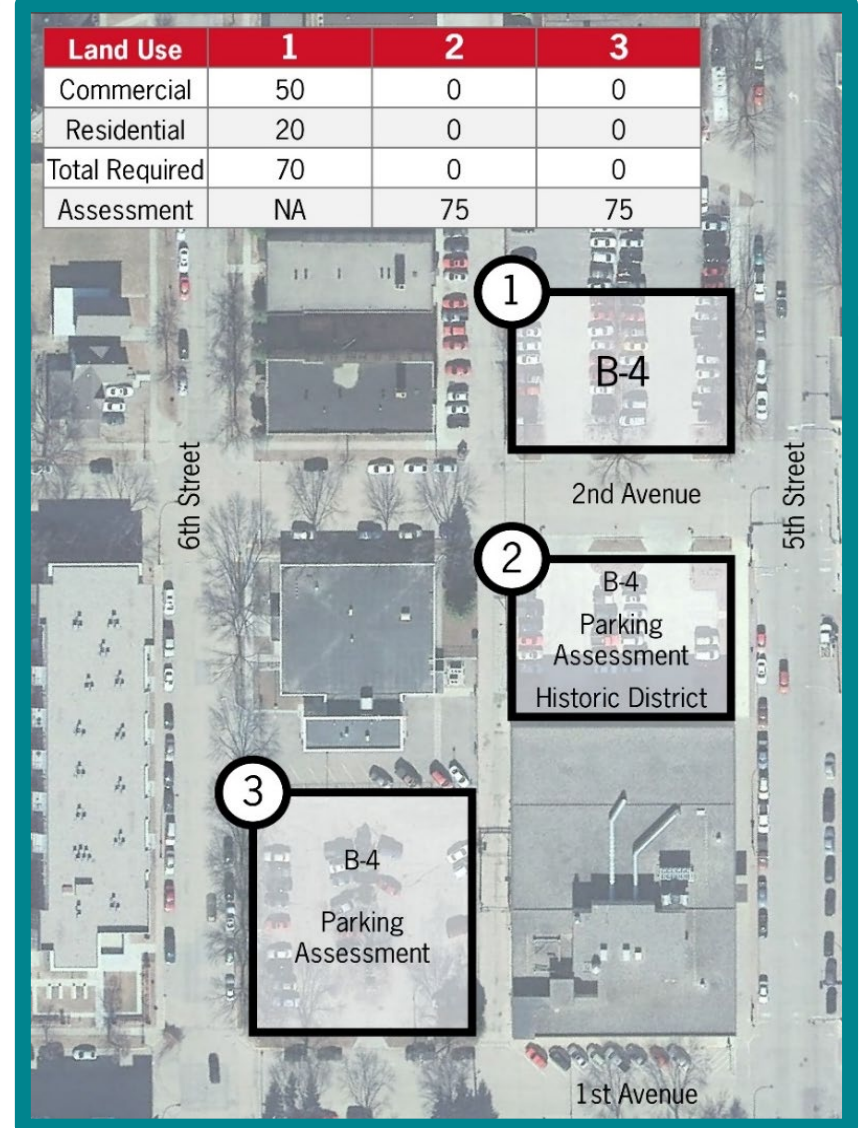
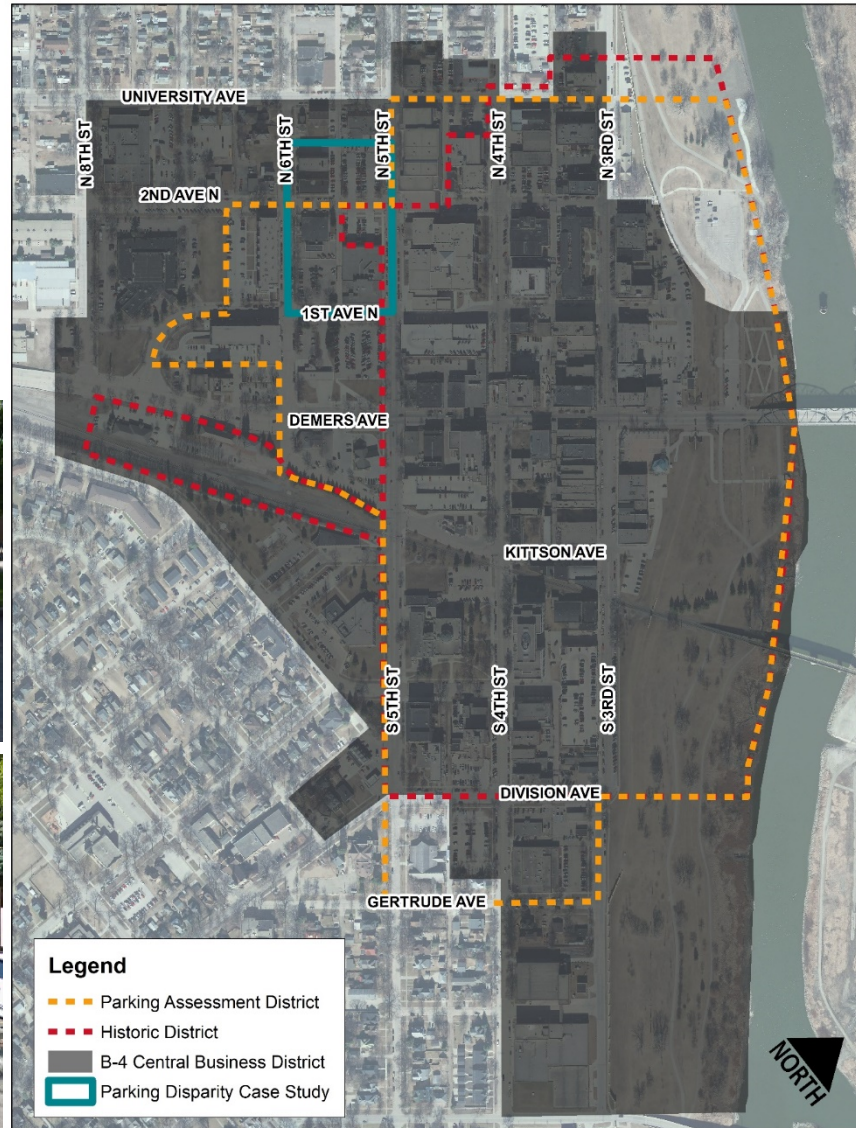
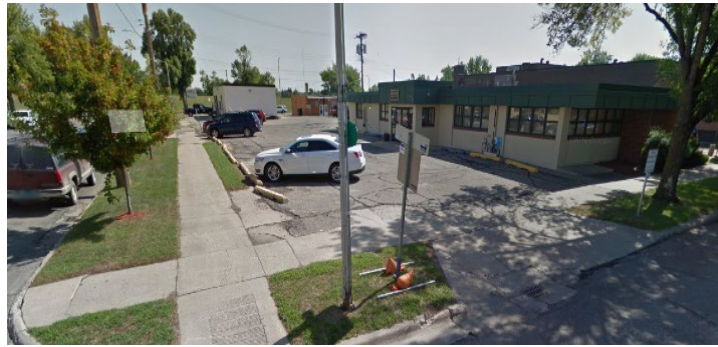
18%

Committee Support

100%

- May contribute to negative perception of parking if the best spaces are always occupied
- May need additional resources

Key Issue: Urban Form



Short Term: LDC Changes

- Incorporate Downtown Review Board guidelines into ordinance
- Adopt other DAP recommendations for LDC items
- Establish parking maximum ordinances



Short Term: LDC Changes

Key Issue

Urban Form

Public Support

15% - 26%

Committee Support

75% - 100%

- Inconsistencies across different zoning districts create disparities in how parking is provided
- Parking maximums should reduce private parking provision and empty parking lots

Short-Term: Parking Authority and/or Management

➤ Consider Parking Authority Feasibility or Management Models

- Maintenance
- Permitting
- Information and technology
- Enforcement

City of
Fargo (2018
Actual)

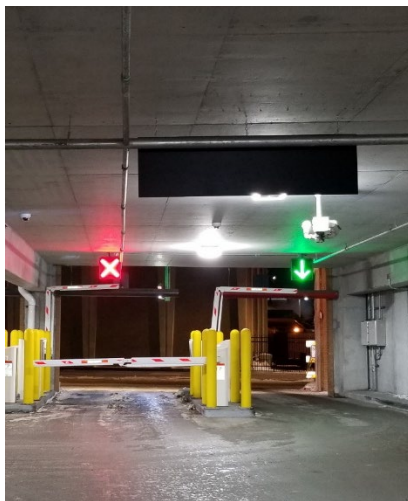
- \$550,000 annual contract
- Manages 1,640 parking spaces
- Paid \$335 per parking space
- Collected \$1.43 M in revenue

City of
Bismarck
(2019
Budget)

- \$521,000 annual contract
- Manages 1,754 parking spaces
- Paid \$297 per parking space
- Expect \$1.58 M in revenue

Mid-Term

- Designed to validate short-term decisions
- Address parking issues that may arise as more redevelopment occurs
- Expanded Data Collection
- Maintenance and Improvements
- Graduated Parking Fine
- Downtown Event Management



Mid Term: Expanded Data Collection

Key Issue

Perception

Public Support

32%

Committee Support

75%

- Regular Parking Counting Program
 - Likely will be done during short term
- Business and Customer Survey Program

Mid Term: Maintenance and Improvements

Key Issue

Infrastructure

Public Support
6% - 35%

Committee Support
75%



- Lighting and security improvements at Riverboat Road lot
- Monetizing the parking lots
- Regular maintenance program for three ramps

Mid Term: Graduated Parking Fine

Key Issue

Enforcement

Public Support
26%

Committee Support
75%



- Only necessary if increased enforcement in short-term is ineffective
- Penalizes recurring offenders
- Provides leniency to those unfamiliar

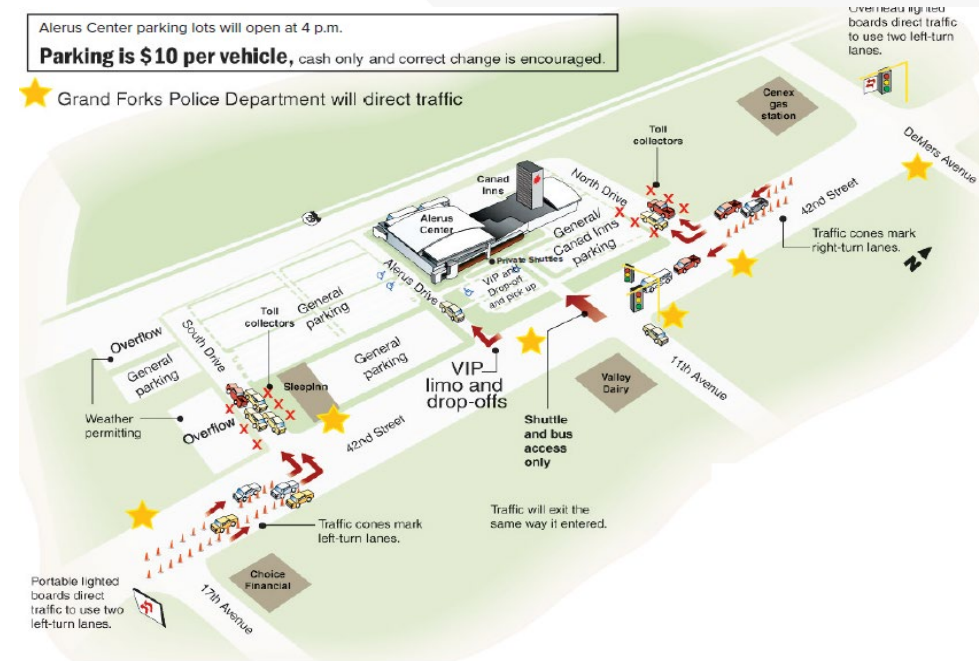
Mid Term: Downtown Event Management

Key Issue
Events

Public Support
32% - 41%

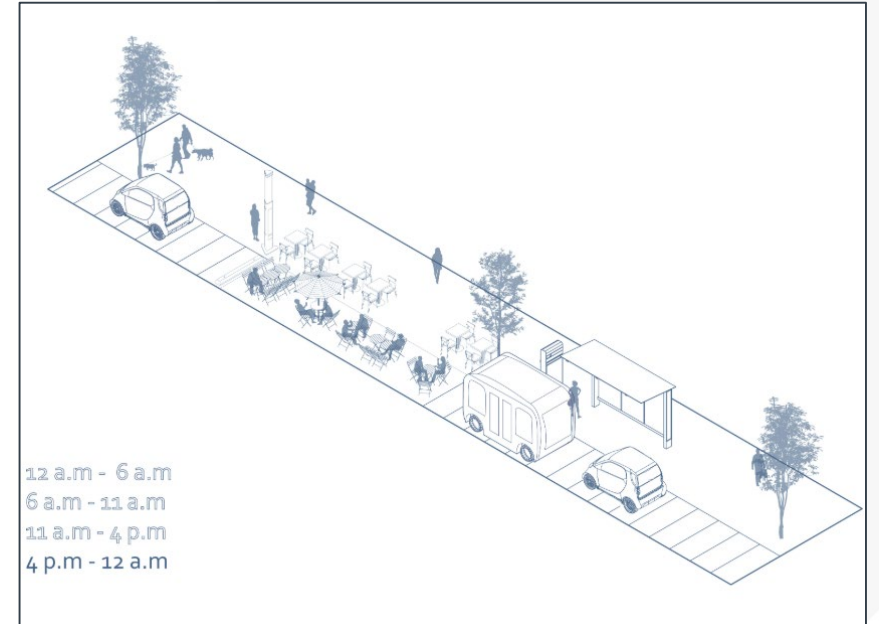
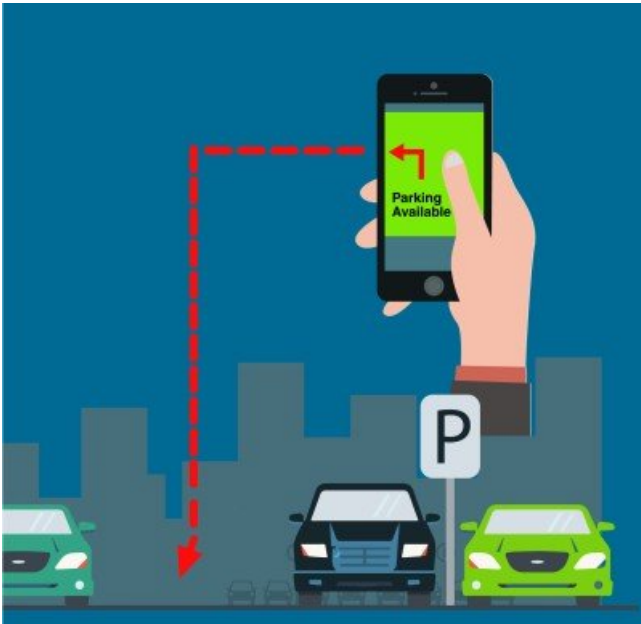
Committee Support
75%

- Wayfinding, traffic circulation, and routing
- Coordinated parking information



Long-Term

- Prepare for future changes to parking demands and trends
- Plan for future technology impacts
- Establish a parking meter policy



Long Term: Plan for Future Technology

Key Issue

Technology

Public Support
18%

Committee Support
34%

- Monitor local and national travel trends to better anticipate future changes to parking demand



Long Term: Establish a Parking Meter Policy

Key Issue

Technology

Public Support
44%

Committee Support
50%

- Proactively identify the community's desire regarding parking meters
- Revisit periodically



Next Steps



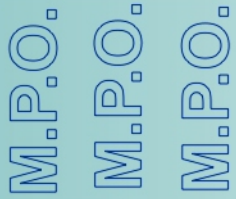
Next Steps

Send
Comments by
August 13th

Finalize Report

Finalize
Presentations





Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report

MPO Technical Advisory Committee: December 11, 2019

MPO Executive Board: December 18, 2019

RECOMMENDED ACTION: Consider HSIP Candidate Projects for the FY2021-2024 TIP as Being Consistent with the Metropolitan Transportation Plan and Give Priority Ranking

Matter of HSIP Candidate Projects for 2021-2024 TIP.

Background: The MPO and NDDOT formally solicited candidate projects for the 2021-24 TIP/STIP. In order for the MPO to give both the local agencies as much time as possible yet still allow MPO staff to “vet” the candidate projects, the project submittal deadline to the MPO was December 4th.

One application was submitted by the City of Grand Forks. The candidate project is to add Right Turn Lanes for the Intersection of 32nd Ave S (Bus US 81) and S 20 th St. The proposed project is to install exclusive eastbound to southbound and westbound to northbound right turn lanes. The total estimated cost is \$578,000, with a federal request of \$520,200 in federal funds.

It is a standard under Objective #21 of the MPO’s 2045 Metropolitan Transportation Plan’s Safety Goal. It is an eligible activity under the HSIP. Neither the HD Strategic Highway Safety Plan nor the Local Road Safety Program identify this strategy of installing exclusive right turns lanes at signalized intersection as a priority strategy. Non-priority items can still be submitted for consideration.

Separate staff report is released for the ND Transportation Alternative.

Findings and Analysis:

- The MPO must annually prepare a Transportation Improvement Program
- TIP eligible projects with the MPO Area must be submitted to the MPO for its consideration
- The projects submitted are being considered as being consistent with the Metropolitan Transportation Plan Safety Goal; Objective 21 as one of the standards to install right turns at key intersections.
- One project should be given high priority ranking.

Support Materials:

- Application

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming
SFN 59959 (9-2019)

**23 USC § 409 Documents
NDDOT Reserves All Objections**

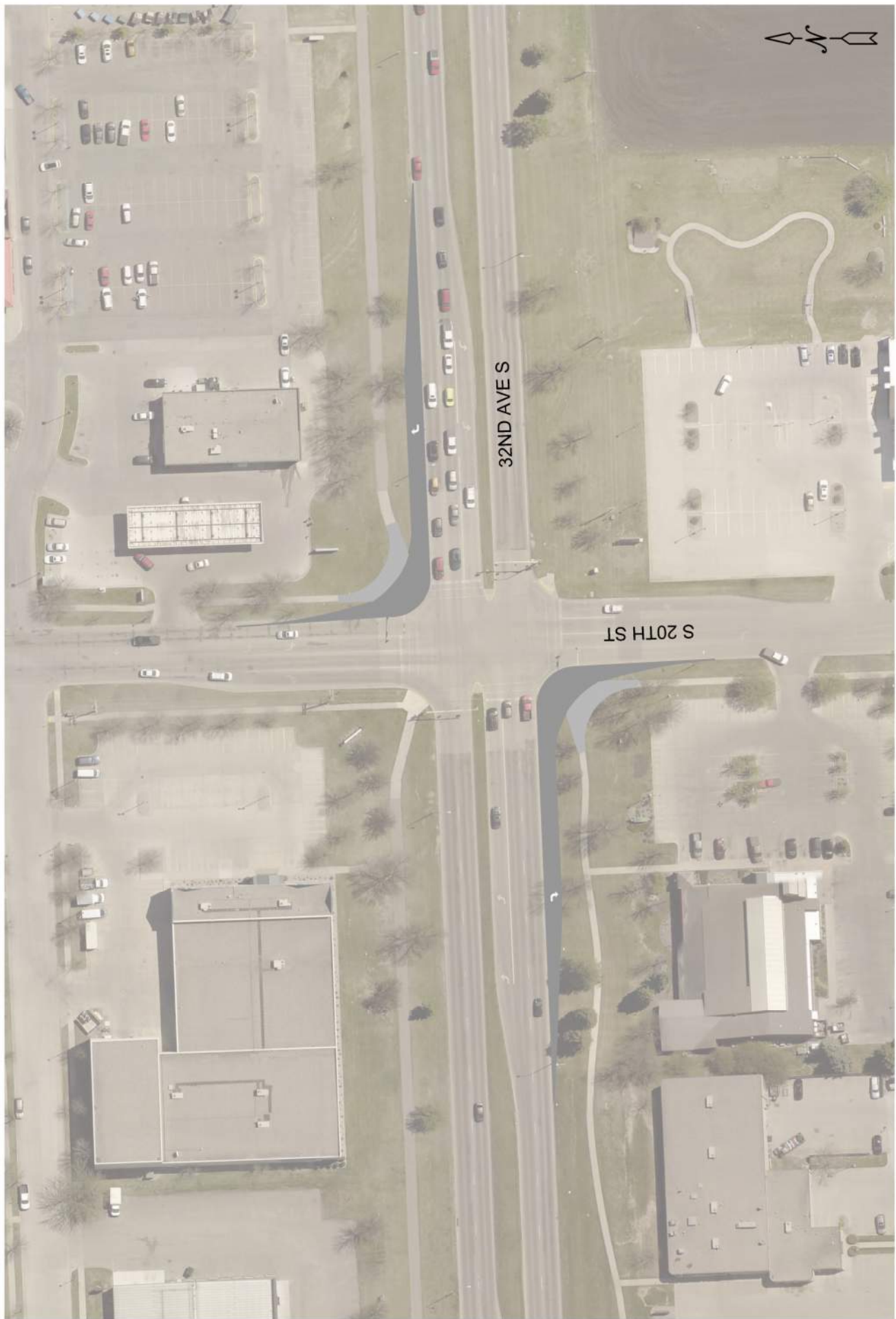
Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name City of Grand Forks		NDDOT District Grand Forks	
Contact Name David Kuharenko		Current Date 11/12/19	
Email Address dkuharenko@grandforksgov.com		Telephone Number 7017462649	Project Cost Estimate (attach detailed copy) 578,000
Location Description The intersection of 32nd Ave S (Bus US 81) and S 20th St	Roadway Ownership <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input type="checkbox"/> Younger Drivers <input type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management
<input type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues			
<p>This intersection has been identified by the 2016-2018 Urban High Crash Locations. Of the 52 crashes at this intersection between 2016 and 2018, 10 were rear ends from eastbound/westbound traffic and 5 were same direction sideswipes from eastbound/westbound traffic. In 2016 a Road Safety Review was completed for the 32nd Ave S corridor and one of the recommendations was to install eastbound to southbound and westbound to northbound exclusive right turn lanes. This review indicated they were not needed due to low number of eastbound/westbound rear-end crashes. Though this intersection was not listed in the 2016 Urban High Crash List covering 2013-2015, it was previously identified in the 2015 Urban High Crash List covering 2012-2014 in which of the 36 crashes, 7 were rear ends from eastbound/westbound traffic and 1 same direction sideswipe from westbound traffic.</p>			
Describe Proposed Safety Improvements			
<p>The proposed project is to install exclusive eastbound to southbound and westbound to northbound right turn lanes. If the northbound and southbound traffic signal poles are replaced during the 2020 32nd Ave S project STM-SUU-986(088)092 and either a protected/permissive or flashing yellow arrow is installed for left turns for northbound/southbound traffic, then right turn overlaps should also be included with this project. For this project it is likely that right of way or easements will be required for the relocation of the sidewalks in the north east and southwest corners of the intersection.</p>			

For questions or comments contact:

Justin Schlosser
701-328-2673
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov



CITY PROJECT
8103

DATE
11/12/2019

SCALE
1" = 100'

PAGE
1 of 1

CITY OF
GRAND FORKS
ENGINEERING
DEPARTMENT

RIGHT TURN LANES
32ND AVE S & S 20TH ST

2021-2024 TIP-TA-HSIP-SRF-HSIP\Potential Projects\Right Turn Lanes 32nd Ave S and S 20th St\EXHIBIT.dwg

**Project: Right Turn Lanes 32nd Ave S & S 20th St
 HSIP Application Project 8103
 11/12/2019**

SPEC NO.	CODE NO.	ITEM DESCRIPTION	UNIT	Total Quantity	UNIT PRICE	ITEM TOTAL
103	0100	CONTRACT BOND	L SUM	1	\$ 4,000.00	\$ 4,000.00
202	0114	REMOVAL OF CONCRETE PAVEMENT	SY	460	\$ 25.00	\$ 11,500.00
202	0130	REMOVAL OF CURB AND GUTTER	LF	870	\$ 12.00	\$ 10,440.00
202	0230	REMOVAL OF INLETS	EA	1	\$ 600.00	\$ 600.00
203	0102	COMMON EXCAVATION TYPE B	CY	338	\$ 15.00	\$ 5,070.00
251	0300	SEEDING CLASS III	AC	0.40	\$ 30,000.00	\$ 12,000.00
253	0201	HYDRAULIC MULCH	AC	0.40	\$ 8,000.00	\$ 3,200.00
550	0113	8IN REINF CONCRETE PAVEMENT CL AE	SY	1014	\$ 100.00	\$ 101,400.00
702	0100	MOBILIZATION	L SUM	1	\$ 34,000.00	\$ 34,000.00
704	0100	FLAGGING	MHR	500	\$ 50.00	\$ 25,000.00
704	1000	TRAFFIC CONTROL SIGNS	UNIT	1000	\$ 1.50	\$ 1,500.00
704	1054	SIDEWALK BARRICADE	EA	16	\$ 80.00	\$ 1,280.00
704	1060	DELINEATOR DRUMS	EA	100	\$ 30.00	\$ 3,000.00
704	1087	SEQUENCING ARROW PANEL-TYPE C	EA	2	\$ 1,000.00	\$ 2,000.00
704		PEDESTRIAN CHANNELIZATION	LF	200	\$ 20.00	\$ 4,000.00
708	1540	INLET PROTECTION-SPECIAL	EA	8	\$ 175.00	\$ 1,400.00
714	0110	PIPE CONC REINF 12IN CL III	LF	24	\$ 60.00	\$ 1,440.00
714	6589	PIPE PVC 4IN DRAIN	LF	80	\$ 10.00	\$ 800.00
722	3455	CASTING INLET-TYPE 1	EA	2	\$ 1,000.00	\$ 2,000.00
722	3500	INLET -TYPE 1	EA	2	\$ 3,600.00	\$ 7,200.00
722	6140	ADJUST GATE VALVE BOX	EA	1	\$ 350.00	\$ 350.00
722		MANHOLE	LF	13	\$ 600.00	\$ 7,800.00
722		MANHOLE CASTING	EA	1	\$ 1,000.00	\$ 1,000.00
724		HYRANT RELOCATE	EA	2	\$ 9,000.00	\$ 18,000.00
748	0140	CURB & GUTTER TYPE I	LF	870	\$ 40.00	\$ 34,800.00
750	0125	SIDEWALK CONCRETE -5IN	SY	200	\$ 80.00	\$ 16,000.00
750	2115	DETECTABLE WARNING PANELS	SF	60	\$ 45.00	\$ 2,700.00
754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	30	\$ 75.00	\$ 2,250.00
762	0112	EPOXY PVMT MK MESSAGE	SF	150	\$ 12.00	\$ 1,800.00
762	0113	EPOXY PVMT MK 4IN LINE	LF	500	\$ 8.00	\$ 4,000.00
762	0114	EPOXY PVMT MK 6IN LINE	LF	500	\$ 10.00	\$ 5,000.00
762	0115	EPOXY PVMT MK 8IN LINE	LF	800	\$ 12.00	\$ 9,600.00
762	0117	EPOXY PVMT MK 24IN LINE	LF	100	\$ 15.00	\$ 1,500.00
770	4540	RELOCATE LIGHT STANDARD	EA	1	\$ 5,000.00	\$ 5,000.00
772	2904	REVISE TRAFFIC SIGNAL SYSTEM	EA	1	\$ 30,000.00	\$ 30,000.00

Subtotal \$ 371,630.00
 20% Contingency \$ 74,370.00
 Construction Testing \$ 15,000.00
 ROW / Ease \$ 20,000.00
Project 2019 Total \$ 481,000.00

Projected 2024 Subtotal (Inflated 4% annually) \$ 452,144.72
 20% Contingency \$ 90,855.28
 Construction Testing \$ 15,000.00
 ROW / Ease \$ 20,000.00
Project 2024 Total \$ 578,000.00

Road Safety Review Recommendations

23 USC § 409 Documents
NDDOT Reserves All Objections

Reference Codes for Past Studies

- A 2012 Menards Traffic Impact Study
- B 2013 Preventive Maintenance Project (PCN 16723)
- C 2013 Long Range Transportation Plan for 2040
- D 2014 HSIP Project Request
- E 2014 47th Ave S Interchange Study
- F 2014 Local Road Safety Plan
- G 2016 Traffic Signal Coordination Plan Update
- H 2016 I-29 Corridor Study (ongoing)

32nd Ave S & I-29 SB Ramps

Possible interchange improvements are being considered with the ongoing I-29 corridor study.

32nd Ave S & I-29 NB Ramps			
Timeframe	Improvement	Reason	Supportive Past Studies
Short	Install video detection cameras for "ramp flush" pre-emption program.	Prevent NB off-ramp traffic from backing-up onto mainline I-29.	G
Long	Possible interchange improvements are being considered with the ongoing I-29 corridor study.		H

32nd Ave S & 38th St			
Timeframe	Improvement	Reason	Supportive Past Studies
Short	Re-align E/W left turn lanes to have zero or positive offset.	Improve sight distance and reduce left turn crashes (predominant trend at intersection).	B, D, G
Short	Lengthen the EB to NB left turn lane as long as practical.	Prevent left-turn traffic from backing up into through lane, especially during Alerus Center events.	G, H
Short	Lengthen the WB to SB left turn lane to have ~400ft full width turn bay.	Prevent left-turn traffic from backing up into through lane. New developments to the south.	---
Short	Install countdown pedestrian signal heads and leading pedestrian intervals.	Requested with HSIP 631501 and HSIP 661001.	D
Likely Short	Replace traffic signal cabinet. Replace poles/mast arms as needed. Install FYA heads and right turn overlaps.	Existing cabinet cannot handle FYA or R.T. overlaps. FYA heads have been shown to be safer, more efficient, and more flexible. Right turn overlaps improve efficiency.	G

Road Safety Review Recommendations

23 USC § 409 Documents
NDDOT Reserves All Objections

32nd Ave S & 25th St			
Timeframe	Improvement	Reason	Supportive Past Studies
Long	Revise the access to be more restrictive.	Intended to be SB to WB right turn only, but people still make SB to EB left turns.	---
Separate Work	Transit Plan is looking at possible bus stop revisions: install NB/SB pedestrian crossing or move bus stop closer to signalized intersection.	Help pedestrians safely cross 32nd Ave S.	---

32nd Ave S & 24th St (Walmart)			
Timeframe	Improvement	Reason	Supportive Past Studies
Short	Install countdown pedestrian signal heads.	Requested with HSIP 631501.	D
Short	Replace the WB to SB 5-section left turn head with a 4-section FYA head.	To comply with MUTCD and to provide corridor consistency.	---

32nd Ave S & 23rd St			
Timeframe	Improvement	Reason	Supportive Past Studies
Long	Re-align E/W left turn lanes to have zero or positive offset.	Re-alignment not needed now due to no left turn crashes and only low volumes.	---

32nd Ave S & 20th St			
Timeframe	Improvement	Reason	Supportive Past Studies
Short	Re-align E/W left turn lanes to have zero or positive offset.	Improve sight distance and reduce left turn crashes (predominant trend on 2014 Urban High Crash Location List).	B, D, G
Short	Install countdown pedestrian signal heads.	Requested with HSIP 631501.	D
Likely Short	Replace traffic signal cabinet. Replace poles/mast arms as needed. Install FYA heads and add missing right turn overlaps.	Existing cabinet cannot handle FYA. FYA heads have been shown to be safer, more efficient, and more flexible. Right turn overlaps improve efficiency.	G
Long	Install EB to SB and WB to NB exclusive right turn lanes.	Not needed now due to low number of EB/WB rear-end crashes.	---

32nd Ave S & 17th St			
Timeframe	Improvement	Reason	Supportive Past Studies
Long	Re-align E/W left turn lanes to have zero or positive offset.	Re-alignment not needed now due to no left turn crashes and only low volumes.	---
Long	Install NB/SB pedestrian crosswalks if a signal is installed in the future.	Undesirable to install unsignalized NB/SB ped crosswalks now due to high EB/WB vehicle volumes.	---

TURN LANE ANALYSIS

Within the study area, all signalized intersection approaches already have existing left and right turn lanes. The only exception is 20th St, which does not have mainline right turn lanes. The project scope consists of revising the left turn lanes listed below and not disturbing any of the right turn lanes.

Proposed Turn Lane Improvements

32nd Ave S & 38th St

- Re-align the negative offset mainline left turn lanes to be positive or zero offset.
- Lengthen the EB to NB left turn lane as long as feasible.
- Lengthen the WB to SB left turn lane full width turn bay length to 400ft, plus an adequate taper.

32nd Ave S & 34th St

- Re-align the negative offset mainline left turn lanes to be positive or zero offset.
- Lengthen the WB to SB left turn lane full width length to 400ft, plus an adequate taper. This may require shortening the 31st St EB to NB left turn lane as appropriate.

32nd Ave S & 31st St

- Re-align the negative offset mainline left turn lanes to be positive or zero offset.
- Lengthen the WB to SB left turn lane full width length to 400ft, plus an adequate taper.

32nd Ave S & Columbia Rd

- Add NB to WB and WB to SB dual left turn lanes. Revise the receiving lane widths and turn paths as appropriate. Traffic signal head locations, mast arm lengths, and poles may also need revisions.

32nd Ave S & 20th St

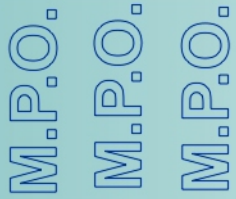
- Re-align the negative offset mainline left turn lanes to be positive or zero offset.
- 20th St is the only signalized intersection in the study area that doesn't have mainline right turn lanes. Though right turn lanes are not part of the scope for this project, **it is recommended** to anticipate where they will be located in the future and to place the new traffic signal cabinet outside of the future turn lane areas.

Truck Turn Paths

Revising turn lanes will require some geometric revisions. To ensure the new turn paths, either mainline left turns or side street left turns, do not encroach upon other lanes **it is recommended** the designer revise the geometrics and stop bar locations as appropriate.

LIGHTING

There is continuous roadway segment lighting on 32nd Ave S. If construction disturbs any of the existing segment lighting, then **it is recommended** to replace the disturbed lights based on NDDOT Lighting Warrant 4E.



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report

MPO Technical Advisory Committee: December 11, 2019

MPO Executive Board: December 18, 2019

RECOMMENDED ACTION: Consider TA Candidate Projects for the FY2021-2024 TIP as Being Consistent with the Metropolitan Transportation Plan and Give Priority Ranking

Matter of Transportation Alternative Candidate Projects for 2021-2024 TIP.

Background: The MPO and NDDOT formally solicited candidate projects for the 2021-24 TIP/STIP. In order for the MPO to give both the local agencies as much time as possible yet still allow MPO staff to “vet” the candidate projects, the project submittal deadline to the MPO was December 4th.

One application was submitted by the City of Grand Forks. The candidate project would convert the existing gravel path and construct a concrete shared-use path beginning at the existing shared use path at the intersection of 32nd Ave S and S 42nd St and extending to the intersection of 32nd Ave S and S 48th St. The total estimated cost is \$302,000, with a federal request of \$241,600 in federal funds. Past practices have been to install the “footprint” of a multi-use trail so that the fact that a future path will be present is known. In this case, it was the installation of a gravel surfaced path.

Emphasize the preservation of the existing transportation system by first targeting federal funds towards existing infrastructure is the statement of the MPO’s 2045 Metropolitan Transportation Plan’s System Preservation Goal. Additionally, Object #2 under the MPO’s 2045 MTP Environmental/Energy/Quality of Life Goal states: Improve walking and cycling conditions on the existing bicycle system and pedestrian. The gravel path was installed, in part, to establish a connection. The gravel was installed as a temporary surface treatment with the intent to convert to the more typical surface treatment later. The City has determined that now is the time to make that conversion.

When looking at the Bike Plan, one will find that not much is specifically stated concerning this conversion and how to plan for the when, how, and financing. It was likely a simple overlook and not an intentional reflection that the gravel would remain in place past the horizon of the Plan.

The map of the Planned and Existing Bike Network shows this as an existing gravel surfaced multi-use trail. The map does not indicate any planned future paved multi-use trail. There are also a couple of other existing gravel paths that some follow-up discussion is needed to have the future reflect the truer future surfaces for these paths.

The identified table of future multi-use trails also does not reflect the conversion of any of these gravel paths to have a paved surface. The table below identifies what the Bike Plan has identified as the Short Term multi use trail facilities. Again, further discussions need to be made to better describe what the future intent is of these facilities.

Grand Forks "Carried Over" Bicycle & Pedestrian Facilities (2040)							ESTIMATED COST 2018-2045 (4% INFLATION)
TERM	CORRIDOR	FROM	TO	DISTANCE (Miles)	PROPOSED FACILITY TYPE	Estimated Cost (2020-2025) MID-POINT SHORT TERM (5-Years)	
SHORT-TERM							
2020-2025	Belmont Rd	47th Ave. S	South Floodway Trail	0.27	Multi-use Path	\$ 237,004.53	
2020-2025	Cherry St.	South Floodway Trail	55th Ave. S	0.205	Multi-use Path	\$ 179,947.88	
2020-2025	Demers Ave.	Amtrak Station	N55th Street	0.15	Multi-use Path	\$ 131,669.18	
2020-2025	Demers Ave.	N 48th Street	Amtrak Station	0.355	Multi-use Path	\$ 311,617.07	
2020-2025	Gateway (Walmart Path)	DeMers Ave	N 62nd Street	0.5	Multi-use Path	\$ 438,897.27	
2020-2025	Lincoln Dr.	Belmont Rd	Lanark Ave	0.19	Multi-use Path	\$ 166,780.96	
2020-2025	S. 42nd St.	24th Ave. S	29th Ave. S	0.32	Multi-use Path	\$ 280,894.26	
2020-2025	University Ave.	Technology Circle	N53th Street.	0.3175	Multi-use Path	\$ 278,699.77	
						\$ 2,025,510.92	

Separate staff report is released for the ND HSIP.

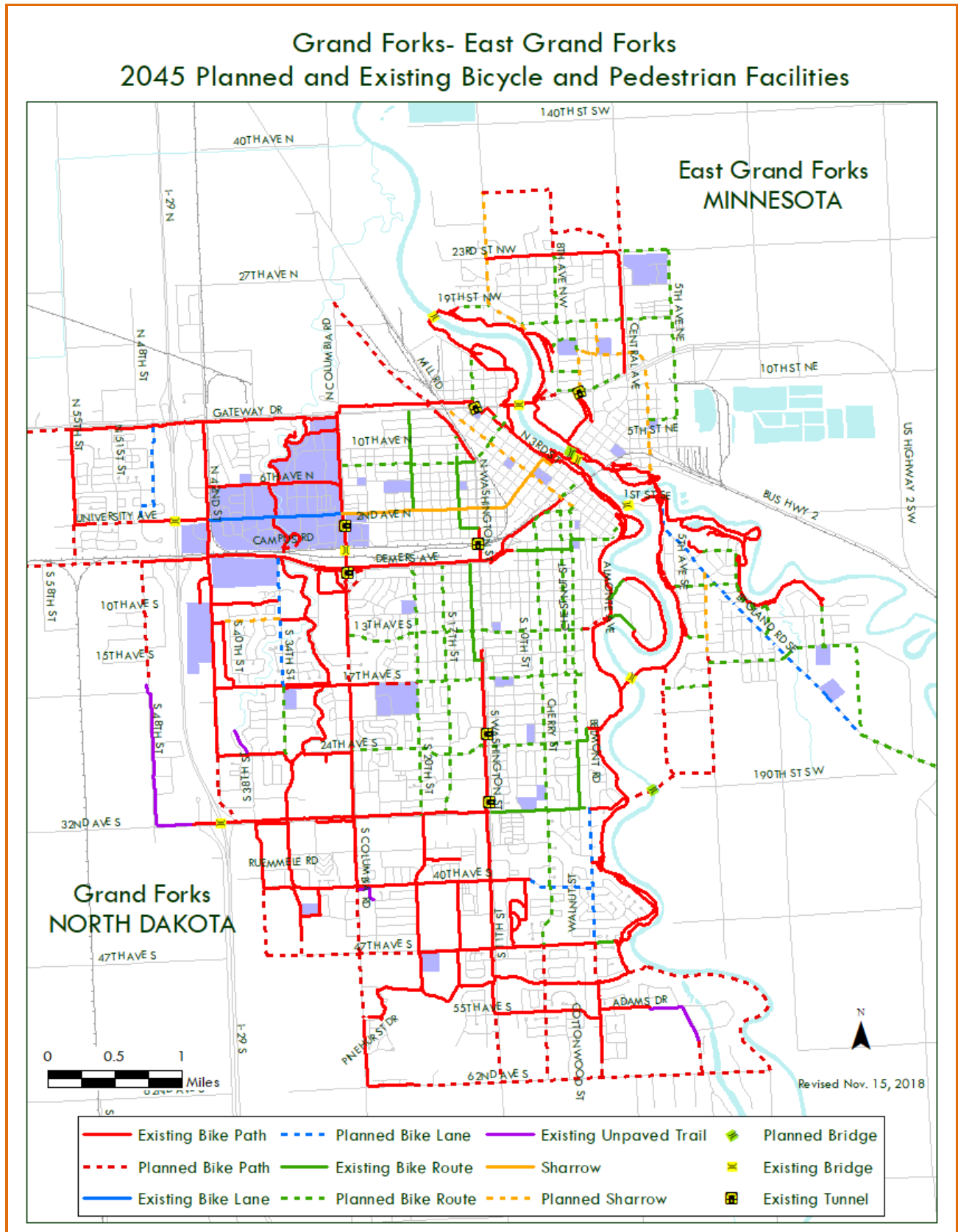
Findings and Analysis:

- The MPO must annually prepare a Transportation Improvement Program
- TIP eligible projects with the MPO Area must be submitted to the MPO for its consideration
- The projects submitted are being considered as being consistent with the Metropolitan Transportation Plan System Preservation and Environmental/Energy /Quality of Life Goals
- One project should be given high priority ranking.

Support Materials:

- Map of Existing and Planned Bike Network
- Application

3. Proposed 2045 Grand Forks-East Grand Forks Planned and Existing Bicycle and Pedestrian Facilities Map

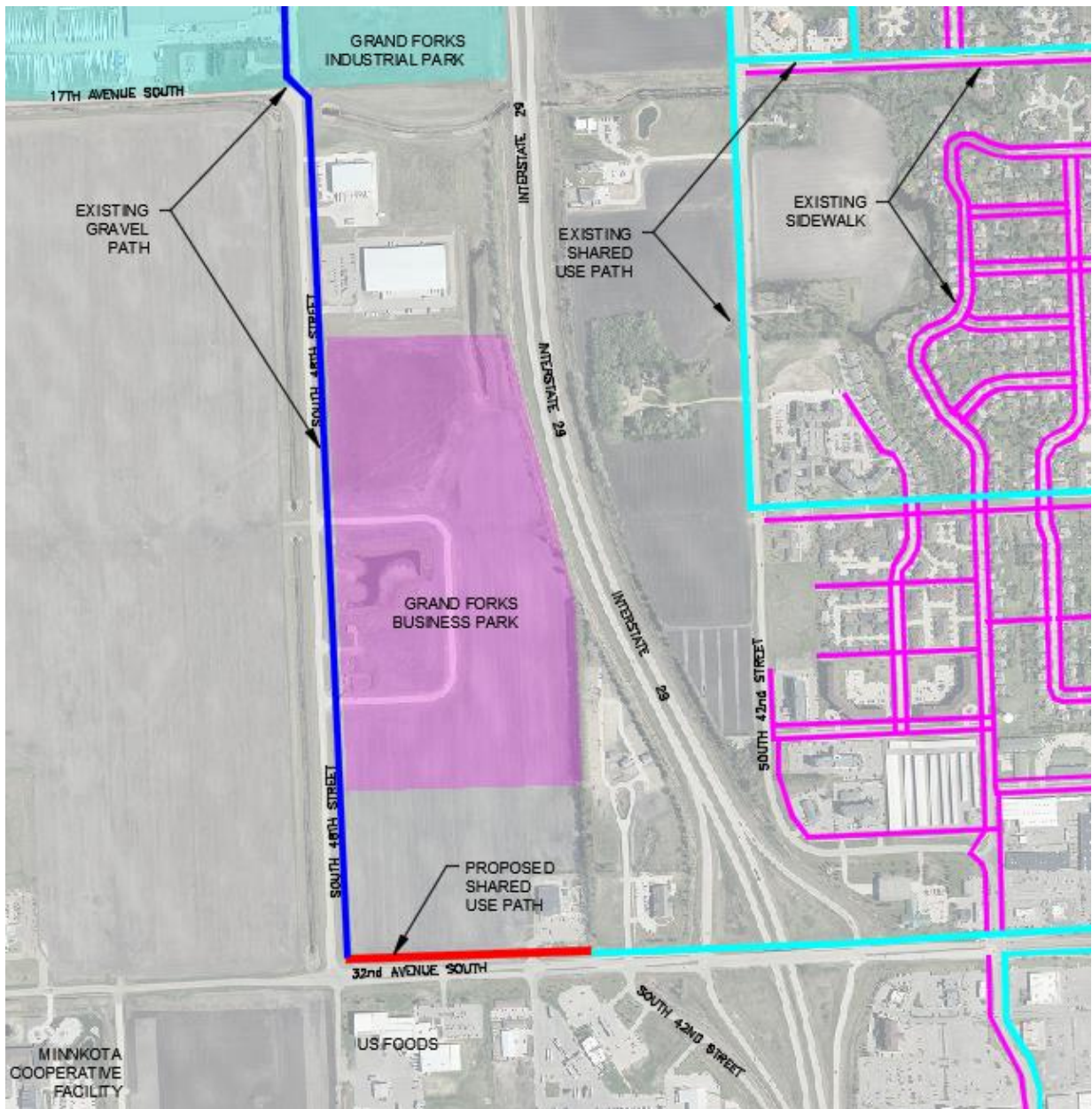


2020 APPLICATION FOR PROPOSED PROJECT TRANSPORTATION ALTERNATIVES

North Dakota Department of Transportation, Local Government

32nd Ave S (S 42nd St to S 48th St)

Figure #1



1. PROJECT NAME

32nd Ave S Shared Use Path

2. PROJECT LOCATION

Grand Forks, ND {T151N R50W Sec. 18}; Beginning at the intersection of 32nd Ave S and S 42nd St to S 48th St

3. REQUESTED BY

The City of Grand Forks

4. CONTACT PERSON

Allen R. Grasser, PE

255 N. 4th St., P.O. Box 5200
Grand Forks, ND 58206
(701)746-2640
agrasser@grandforksgov.com

5. PROJECT SPONSOR

The City of Grand Forks
A City over 5,000 population

6. SPONSORING OFFICIAL

Mayor Michael R. Brown
255 N. 4th St., Box 5200
Grand Forks, ND 58206
(701)746-2607

7. PROJECT DESCRIPTION

The proposed project would convert the existing gravel path and construct a concrete shared-use path beginning at the existing shared use path at the intersection of 32nd Ave S and S 42nd St and extending to the intersection of 32nd Ave S and S 48th St. The path will likely be located on the north side in the same location as the existing gravel path and using or reusing the existing gravel as a base for the shared use path within the existing right-of-way and easements.

32nd Ave S is classified as a minor arterial street and has a posted speed limit of 40 mph. Based on the 2018 traffic counts 32nd Ave S sees approximately 8,785 vehicles per day. The Metropolitan Planning Organization's 2045 Long Range Transportation Plan indicates that this segment of 32nd Ave S will see between 15,626 to 19,118 vehicles per day in 2045. Currently there is only a gravel bike path on the north side of 32nd Ave S between S 42nd St and S 48th St.

The existing gravel path is located in front of Tractor Supply Company, US Foods, and leads towards the city's business park and industrial park. Further west on 32nd Ave S is the Minnkota Power Cooperative facilities. This area has continued to develop in recent years.

As the employment centers continue to develop, bicyclists and pedestrians will desire a more direct route to reach their destinations. This will likely include bicycle and pedestrian accommodations along 32nd Ave S. The proposed path will act as one component for more direct access for workers east of the interstate to access these employment centers. Currently there are no bus routes which extend to the industrial or business parks in this portion of town.

Figure #1 gives an aerial look at the surrounding bicycle/pedestrian accommodations, the business park, industrial park, and specific nearby businesses. In addition to providing improved bicycle and pedestrian facilities, the proposed path would provide:

- a. Provide the first phase of bicycle and pedestrian accommodations to the intersection of 32nd Ave S and S 48th St.
- b. Provides a direct trail paved facility to connect the residential areas to the developing employment centers.
- c. Provides another improved segment of the overall bikepath network for the City.

Improvements included in this path would be the following:

- a. 5-inch thick, 10-foot wide concrete path (will accommodate the occasional maintenance vehicle)
- b. Reusing the existing gravel base for stability
- c. Centerline reinforcing on 5-foot spacing (to inhibit longitudinal joint deflection)
- d. Sawed joints (as requested by local ADA advocacy groups for other projects, to provide a smoother ride for wheelchairs and in-line skaters)

8. PROJECT COST

Total Estimate	= \$292,000
Ineligible costs (Easements, Testing, etc.)	= \$10,000
Total-Project Federal-Aid Eligible Estimate (see attached detailed estimate)	= \$302,000

9. WHAT ACTIVITIES ARE ELIGIBLE UNDER TAP?

A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

C: Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

10. SUPPORTING DATA

1. Is this project part of an identified tourism, recreational or transportation plan and if so explain?

This location is identified in the Grand Forks – East Grand Forks MPO Existing and Planned Bikeway Network as a shared use path.

2. Is your project tied to another project? If so, please explain.

No.

3. How does your project fit with similar projects in your community and/or region?

This shared-use path is consistent with the type of path constructed and the method of installing shared-use path to new developments and areas to serve them through alternate transportation means.

4. Provide documentation of support, if any, from the general public, other groups, and organizations. *Attach documentation from all those affirming this support.*

The Bicycle, Pedestrian and Greenway User Advisory Group, City of Grand Forks City Council, and GF/EGF MPO

11. PUBLIC ACCESSIBILITY

City of Grand Forks

12. MATCHING FUNDS PROVIDED BY

City of Grand Forks

13. WILL RIGHT OF WAY FOR THIS PROJECT BE NEEDED?

No additional Right-of-way is anticipated for this project. Right of Way will be provided by the City of Grand Forks


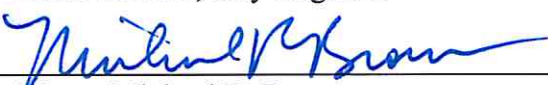
14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY

City of Grand Forks

15. ENVIRONMENTAL IMPACTS

- a. Land Use – The proposed path is located adjacent in existing City right of way. It will provide access to the City’s residential areas to the existing and development employment centers in the Business Park and Industrial Park. There will be no negative impact. The construction of this project is expected to have an overall positive impact on the environmental and local economic setting.
- b. Farmland – no farmland will be taken as a result of this project.
- c. Social Impacts – This will have a positive impact by providing residents, with a path encouraging bicycling and walking to work, and for recreation.
- d. Section 4(f) & 6(f) – the existing gravel path will be removed and replaced with a paved surface, no other impact to 4(f) or 6(f) properties are anticipated.
- e. Economic – This path provides a direct connection from existing bike/ped infrastructure to the nearby work centers thereby creating easier access for anyone commuting into this area.
- f. Relocation – No relocations are anticipated at this time.
- g. Wetlands –No fill material is anticipated to be placed in wetlands at this time.
- h. Flood Plain – no.
- i. Threatened or endangered species – the proposed project is replacing a gravel path with a paved surface. This area is regularly mowed and is not anticipated to provide a habitat for any threatened or endangered species.
- j. Cultural Resources – no.
- k. Hazardous Waste – at this time we are unaware of any hazardous wastes in the area.

16. SIGNATURES

	11/19/19
_____ Allen Grasser, City Engineer	_____ DATE
	
_____ Mayor Michael R. Brown	_____ DATE
_____ MPO OFFICIAL	_____ DATE

2019 TA Application (Fiscal Year 2022)
32nd Ave S (S 42nd St to S 48th St)
10' Wide Shared Use Path
10/18/2019

SPEC NO.	CODE NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
103	100	CONTRACT BOND	1	LSUM	\$ 2,000.00	\$ 2,000.00
202	130	REMOVAL OF CURB & GUTTER	40	LF	\$ 15.00	\$ 600.00
203	113	COMMON EXCAVATION WASTE	300	CY	\$ 16.00	\$ 4,800.00
251	300	SEEDING CLASS III	0.69	ACRE	\$ 10,000.00	\$ 6,900.00
253	201	HYDRAULIC MULCH	0.69	ACRE	\$ 10,000.00	\$ 6,900.00
302	121	AGGREGATE BASE COURSE CL 5	30	CY	\$ 45.00	\$ 1,350.00
702	100	MOBILIZATION	1	LSUM	\$ 19,000.00	\$ 19,000.00
704	1100	TRAFFIC CONTROL	1	LSUM	\$ 31,000.00	\$ 31,000.00
722	6201	ADJUST MANHOLE SPECIAL	1	EA	\$ 2,000.00	\$ 2,000.00
748	140	CURB & GUTTER-TYPE 1	40	LF	\$ 60.00	\$ 2,400.00
750	125	SIDEWALK CONCRETE 5IN	1670	SY	\$ 75.00	\$ 125,250.00
750	2115	DETECTABLE WARNING PANELS	40	SF	\$ 40.00	\$ 1,600.00
		EROSION CONTROL	1	LSUM	\$ 4,000.00	\$ 4,000.00

Notes:

Existing Gravel Path
 Access to jobs

Length 1500
 Cost/LF \$ 171.33

Subtotal	\$ 207,800.00
20% Contingencies	\$ 42,200.00
Subtotal	\$ 250,000.00
Construction Testing	\$ 7,000.00
Project Total	\$ 257,000.00

2022 Construction

Subtotal (inflated 4% annually)	\$ 233,746.74
20% Contingencies	\$ 47,253.26
Subtotal	\$ 281,000.00
Construction Testing	\$ 10,000.00
Project Total	\$ 291,000.00

Fed Share
 \$224,800 77%
 Local share
 \$66,200.00 23%

2023 Construction

Subtotal (inflated 4% annually)	\$ 243,096.61
20% Contingencies	\$ 48,903.39
Subtotal	\$ 292,000.00
Construction Testing	\$ 10,000.00
Project Total	\$ 302,000.00

Fed Share
 \$233,600 77%
 Local share
 \$68,400.00 23%

November 18, 2019

RE: 32nd Ave S (S 42nd St to S 48th St)

To whom it may concern,

The Bicycle, Pedestrian and Greenway Advisory Committee would like to express their support for a shared-use path project proposed by the City of Grand Forks for funding through the 2022 Transportation Alternatives Program (TA). This project is located on 32nd Ave S (S 42nd St to S 48th St.). The group supports this project to provide better access to a growing area of our community.

Bicyclists and Pedestrians have a long recognized the need for a shared-use path along this section of 32nd Ave S. There is a growing need to provide a safe, reliable option of transportation to and from around the Business Park and the newly constructed Minnkota Building. A separate shared-use path would ease safety concerns and encourage all abilities to walk or bike. Our community has a new Bikeshare program this year which makes a well-connected system even more important.

The Bicycle, Pedestrian and Greenway Advisory Committee represents both recreational and commuter bicyclists. The group was formed in 2008 to gather input, ideas and assistance from citizens regarding the Greenway and the bicycle/pedestrian system in the community. Each month citizens meet to discuss how to improve the system and promote use.

System connection projects like these are one of the many ways the city can encourage residents to use alternate modes of transportation. We appreciate your consideration of this request.

All the best,



Stephanie Halford
Senior Planner
Planning & Community Development Department
701-792-2897 / shalford@grandforksgov.com

TIP SCORING SHEETS

Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

Project Number

Project Name

2022 Shared Use Path
32nd Ave S (S 42nd St to S 48th St)

0=No
1=Yes

Category 1 Accessibility and Mobility

<i>Increase the accessibility and mobility options to people and freight.</i>		Assign score 0 or 1
A	Provides acceptable LOS for facility as recommended in LRTP	0
B	Enhances accessibility and mobility for non-motorized users	1
C	Implements recommendations in ADA ROW transition plans	0

Category 2 Environmental/Energy/QOL

<i>Protect and enhance the environment, promote energy conservation, and improve quality of life.</i>		Assign score 0 or 1
A	Implements context sensitive solutions	0
B	Address EJ analysis process	0
C	Decreases fuel consumption	1
D	Avoids or minimize impacts to wetlands or other natural habitats	1
E	Seeks to control sun-off pollution	0

Category 3 Integration and Connectivity

<i>Enhance the integration and connectivity of the transportation system across and between modes for people and freight.</i>		Assign score 0 or 1
A	Project includes signage techniques to help users travel	0
B	Maximize direct travel trips between major generators	0
C	Address last segment/link of corridor	0
D	Improves the integration/connectivity of whole transportation system	1

Category 4 Efficient System Management

<i>Promote efficient system management and operation.</i>		Assign score 0 or 1
A	Project sponsor has specific budget for maintenance	1
B	Demonstrates commitment to year round maintenence	1
C	Includes specific evaluation method to provide a measurement of effectiveness	0

TIP SCORING SHEETS

Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

**Project
Number**

**Project
Name**

2022 Shared Use Path
32nd Ave S (S 42nd St to S 48th St)

**0=No
1=Yes**

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	0
B	Emphasizes system rehabilitation rather than expansion	0
C	Incorporates new technologies	0
D	Acquire/utilizes railroad ROW of other existing ROW	1

Category 6 Safety

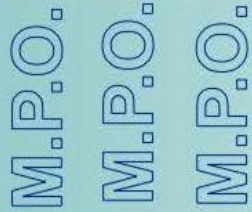
<i>Increase safety of the transportation system for motorized and nonmotorized uses.</i>		Assign score 0 or 1
A	Provide safety education components	0
B	Enhances safe route to school route	0
C	Demonstrates incorporation of appropriate traffic control devices	1
D	Reduces points of conflict	0
E	Enhances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

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	1
B	Demonstrates analysis of project risk in implementation	1
C	Provides benefit for multiple jurisdictions	0
D	Advances smart growth objectives	1
E	Project provides landscaping/streetscaping or similar amenities	0
F	Acquire/enhances scenic/historic properties	0
G	Project provides a connection to transit facilities of transit stops	0

Overcoming Barriers

Strengthening Connections



Grand Forks - East Grand Forks Metropolitan Planning Organization

Ensuring Opportunities

Planning One Community

MPO Staff Report

Technical Advisory Committee: December 11, 2019

MPO Executive Board: December 18, 2019

RECOMMENDED ACTION: Approval of Amendment #1 to 2020 Work Program.

Matter of the Approval of Amendment #1 to 2020 Work Program.

Background: As we are about to enter into the 2nd year of our two Year Work Program, there is a need to amend the activities to better reflect the priorities in MPO activities. The amendment also reflects the decision to lay-off one employee and focus on retaining consultants.

Attached is the amendment #1 to the 2020 year of our 2019-2020 Work Program. The amendment does continue the implementation of prioritizing a study of traffic impacts a future bridge may have on a corridor between Grand Forks and East Grand Forks. As noted previously, this emphasis changes the following previous activities. They are:

- Bus Route Study – this study was scheduled for 2020 assuming the CAT/UND merger would take place in 2019. With the delay implementation, CAT has concurred that this study can be delayed and incorporated into the 2021 update of the Transit Development Plan.
- School Safety Study – while it is eliminated as a separate activity, a primary focus of the future bridge traffic impact study is the safety of any school related traffic.
- Traffic Count Program – current work is being delayed due to timing of actual traffic signals being installed. Work from 2019 will be done in 2020; and no additional intersections are being done for 2020.
- Technical Assistance – for various, short term, quick studies that are identified during the year.
- Equipment – the future rental space of the MPO is being negotiated for 2021 and with the lay-off of the one position, we are holding off until after space needs are better known in 2021.

Discussion has also been had with the respective City Planners as to the updates to the land use plans could be split funded between 2020 and 2021 Work Programs. Both have indicated a desire to start their updates during the second half of 2020. This would allow better timing with the results of the 2020 Census. So the amendment does show the consultant costs split into 2020 and 2021.

Findings and Analysis:

- The MPO Board desires to consider undertaking a Future Bridge Traffic Impact Study in 2020.
- The adopted 2020 Work Program already has activities programmed so there is no un-allocated funds to placed towards this.
- The 2020 Work Program can be amended.
- The staff lay-off needs to be reflected in the 2020 Work Program.
- Both City Planners have requested to delay the start of their respective land use plan updates.

Support Materials:

- Copy of 2020 Work Program Amendment #1. (just the pages being amended)

2019-2020 UNIFIED PLANNING WORK PROGRAM

Overcoming Barriers

Strengthening Connections



Ensuring Opportunities

Planning One Community

“A community that provides a variety of complementary transportation choices, that are fiscally constrained,
for people and goods.”

AMENDMENT #1

Prepared By

**Grand Forks – East Grand Forks
Metropolitan Planning Organization
December 2019**

The signature below constitutes the official adoption of AMENDMENT #1 to the 2019-2020 Unified Planning Work Program (UPWP) by the Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO). The Unified Planning Work Program (UPWP) was adopted by the MPO Executive Policy Board at its _____, 2019, meeting.

Clarence Vetter Chairman
Grand Forks – East Grand Forks MPO

Date

Timeline to 2050 MTP Update

Year Begin	Activity	Year Completion	Consultant
Jan. 1, 2019	ITS Reg. Arch.	Dec. 31, 2019	ATAC
Jan. 1, 2020	GF 2050 LU	Dec 31, 2021	YES
Jan. 1, 2020	EGF 2050 LU	Dec 31, 2021	YES
Jan. 1, 2021	Bike/Ped Update	Dec. 31, 2022	YES
Jan. 1, 2021	TDP Update	Dec. 31, 2022	YES
Jan. 1, 2022	2050 MTP Update	Jan. 31, 2024	YES

5 year cycle with the MTP ending on Jan 31 2024

200.4 EQUIPMENT

OBJECTIVE:

To improve the MPO's ability to store, retrieve, and analyze transportation related data and to operate an efficient office.

PROPOSED WORK:

This item includes the purchase, maintenance, and repair of computer equipment and traffic counters. The anticipated equipment purchases for 2019-20 may include, but are not limited to, the following:

- Upgrade computer network (CPUs, printers, etc.).
- Purchase additional Traffic Counters.
- Maintenance and upgrades for software. Including a program to create 3D imaging with GIS.

The MPO is currently in negotiations with both City Halls on space rental. Due to the unknowns, there is proposed no equipment purchase for 2020.

COMPLETION DATE:

1. December 31, 2019-2020.

300.2 CORRIDOR PLANNING

OBJECTIVES:

- 300.20 *US 2/US81 Intersection Skew Study: 2019* – To study the skewed intersection of US 2 and US 81.
- Downtown Parking Plan: 2019* – To assist Grand Forks update their 2011 Downtown Parking Plan.
- Downtown Transportation Plan: 2019/20* – To assist NDDOT, MnDOT, Grand Forks and East Grand Forks complete a transportation plan addressing the mobility and congestion issues.
- 300.21 *Traffic Counting Program 2019/20* – To continue to develop a program utilizing video detection cameras to systematically count traffic.
- 300.22 *Corridor Preservation:* To evaluate, on a monthly basis, conformance of proposed developments with existing metropolitan plans and roadway design standards and policies.
- 300.23 *Mn22N Corridor Study:* To update the 2007 Study of this corridor (Central Avenue) with particular interest in the intersection of US 2 and Mn220N
- .

PROPOSED WORK:

- 300.20 *US 2/US 81 Skewed Intersection Study: 2018/9* – The intersection of US 2 and US 81 is not a 90 degree angled intersection. US 81 intersects US 2 at a skewed angle. This creates difficult turning movements, particularly for freight truck traffic heading to the ND State Mill. The Mill is expanding with more truck traffic likely. Included in the study will be how the eastern portion of the

intersection could be improved due to the closeness of the at-grade railroad crossing and US 2B intersection.

The Study was started in the 2018 Work Program with budget amount being added in 2019 to obtain completion in 2019.

Downtown Parking Plan: 2019 – The MPO retained a consultant to assist City of Grand Forks to update its 2011 Parking Study. The City is developing a new Downtown Action Plan with potential for more development. The City desires to ensure that significant parking is available to meet the future demand. This work activity started in 2018 and will be finished in 2019.

Downtown Transportation Plan: 2019/20 – The MPO work will include the coordination/integration with separate planning efforts. With impact of infill projects anticipated in the next 5-10 years, due to the DeMers Ave reconstruction project on the North Dakota side not providing capacity for the forecasted traffic, and MnDOT's Greater Minnesota Mobility Plan identified DeMers Ave as having mobility issues today, the MPO will study downtown traffic flow to include but not be limited to signal coordination on both sides of river; smart transportation technology, promote mode shift, train detection, Kittson and 1st Avenue as diverter to DeMers Ave traffic and the possibility of a downtown bus circulator.

300.21 Traffic Counting Program: 2019/20 – ATAC will be asked to assist us in continued development of a traffic counting program based upon the video detection used for traffic signal operations. With the coordinated signal timing plans providing significant traffic operations savings, completing more frequent traffic counts will allow adjustments to timing plans to occur more regularly and particularly sooner. With this program, we will have a more frequent count program in place to allow understanding traffic patterns rather than just one point in time. MAP-21/FAST has placed emphasis on performance; obtaining data to calculate the performance is the goal of this activity. We will also investigate the ability of the traffic signal detection system for those signals not operating video detection; this will include the signals in Minnesota within our study area. This activity will allow us to more fully understand the capabilities of our equipment and will provide valuable insight to the ITS needs and nuances of our architecture.

Lastly, collecting train movement will be explored. We know that at many crossings, the traffic signal is pre-empted by the train. We can collect this information from the traffic signal software. The purpose is many fold but one is to see if any establish schedule can be identified to assist in travel time reliability information.

ATAC has an existing Addendum to add video counting to intersections that are currently waiting for the actual traffic signal equipment to be installed. This Addendum completion will take place in 2020 after the equipment is installed and operational. No new activities are expected.

300.22 *Corridor Preservation:* This ongoing process will evaluate zoning amendments, proposed subdivision plats, planned unit developments (PUDs), and site plans for consistency with the traffic engineering and highway policies of the plan. The review process is designed to preserve and enhance our transportation corridors.

The review process ensures that rights-of-way are considered with the recommendations in the Metropolitan Street and Highway Plan, Bikeway Plan, Pedestrian Plan, and Transit Development Plan.

300.23 *Mn22N Corridor Study:* This task will update the 2007 Study of this corridor to reflect changes that have occurred. The corridor has seen some investment in improvements, particularly with multi-modal facilities that were recommended in the 2007 Study. MnDOT has expressed a desire to implement improvements along the corridor; East Grand Forks has also keen interest in improvements along the corridor as well. The Study Update will brings these interests together to form a list of actions.

The intersection of US 2 (Gateway Dr) and Mn220N (Central Ave) continues to experience a crash occurrence of note. The update will re-examine this particular intersection in great detail to obtain a better understanding of what is creating this incidences. Some alternatives that were not commonly available back in 2007 will be examined as possible recommendations.

The study area will continue from the 2007 study.

PRODUCTS:

- 300.20 2/US81 Skewed Intersection – 2019
 - Downtown Parking Plan – 2019
 - Downtown Transportation Plan – 2019/20
- 300.21 Traffic Counting Program – 2019/20
- 300.22 Corridor Preservation – A location map of the monthly plan reviews.
- 300.23 Mn220N Corridor Study - 2019

COMPLETION DATES:

- 300.20 *US 2/US 81 Skewed Intersection Study June 30, 2019*
 - Downtown Parking Plan June 30, 2019
 - Downtown Transportation Plan June 30, 2020
- 300.21 On-going activity
- 300.22 On-going activity.
- 300.23 May 31, 2019

300.4 LAND USE PLAN

OBJECTIVE:

To assist each city in their efforts towards creating “livable communities” through consideration of “ladders of opportunity” land use concepts; to continue the connection between transportation and land use.

PROPOSED WORK:

The connection between land use and transportation is well documented. How, where, and what types of activities are located has a profound impact on the needed transportation facilities to serve that area. The MPO and both Grand Forks and East Grand Forks have a long standing history of coordinating via the 3C planning process. This history has allowed the metropolitan area to enjoy the benefits of this relationship. The Metropolitan Transportation Plan was updated by the end of 2018. Even though renewed emphasis at the national level has emerged regarding the relationship of land use and transportation, the MPO area has been implementing coordinated planning efforts since the 1960s.

As a standard practice that recognizes this, the MPO has assisted each City to update their Land Use Plans in order to ensure the Transportation Plan is reflecting future traffic forecasts based upon future land activities. The East Grand Forks will update their Land Use Plan in 2020. Grand Forks will update their Land Use Plan in 2020 and finish in 2021. Both Cities completed significant changes to their Land Use Plans during the last effort. This effort will focus more on maintaining the Plans. Activities will include updating the data components, tweaking objectives and stand/policy statements, and other necessary refinements.

Both Cities have requested a delay in retaining consultant services. The delay is not to begin the request for proposals until the second half of the year. Primary reason is for the results of the 2020 Census to be available at a more appropriate phase of the plan updates then if the consultant were retain during the first half of 2020.

PRODUCTS:

300.41 Updated Land Use Plans for Grand Forks and for East Grand Forks.

COMPLETION DATE:

300.41 East Grand Forks 2050 Land Use Plan: ~~December 31, 2020~~ June 30, 2021
Grand Forks 2050 Land Use Plan; ~~June 30, 2021~~ December 31, 2021

300.5 SPECIAL STUDIES

OBJECTIVES:

- 300.51 *MAP-21/FAST Implementation:* To participate in the implementation of the new transportation reauthorization bill.
***Future Bridge Traffic Impact Study:* To study the traffic impact of a bridge at possible corridors between Grand Forks and East Grand Forks.**
- 300.52 *School Safety Study:* 2019 – To work with Safe Kids, cities and local school districts to develop strategies to improve safety in and around middle schools.
- 300.53 *Technical Assistance:* To provide technical assistance to the Cities of Grand Forks and East Grand Forks in areas related to transportation planning.
- 300.54 *CAT Studies:* To assist Cities Area Transit and UND consider merging bus systems and to assist CAT consider modifying routes. 2019

PROPOSED WORK:

- 300.51 *MAP21/FAST Implementation:* Staff activities as necessary to keep involved with the process of implementing the transportation bill. Experience has shown that reauthorization requires significant staff time. Involvement also means maintaining an understanding of issues, participating with either state department of transportation efforts regarding implementation.
- Future Bridge Traffic Impact Study: The Grand Forks - East Grand Forks Metropolitan Planning Organization has adopted a Metropolitan Transportation Plan that includes a new bridge crossing the Red River along a corridor known as the 32nd Ave S. Corridor. The bridge is not within the fiscally constrained yet is a key project within the “illustrative” list of projects. The corridor is planned to function as an “intra-city” or local route operating similar to how the current “Point” Bridge functions. Currently, the cities of Grand Forks and East Grand Forks together are completing a water hydraulic study of impacts a future bridge will have on flood levels and the flood protection system. The water hydraulics study is including two other possible crossing sites (Elks Dr. and 47th Ave S) of the Red River. One reason is to ensure a possible compare and contrast of the different sites of their impact on the flood profile. The study will also provide alternative crossing locations within the corridors, alternative bridge designs, and alternative height levels.***

Once the water hydraulic study is done, it is assumed that at least one site, or more, will be possible for a future bridge. The purpose of this study is to complete the traffic analysis of the corridor(s) to identify existing conditions, future traffic conditions, and alternative concepts of addressing identified issues/points of conflict and planning level cost estimates of each. funding sources. The area of focus will be, from the east end, the southern segment of Rhinehart Dr on the Minnesota side and the intersection(s) with S. Washington Street on the North Dakota side.

The corridor consists of primarily local roads that are functionally classified. The North Dakota corridor is within an established residential neighborhood. This setting will require particular study of any impact the forecasted bridge traffic may present, particularly as they relate to school safety. Schoerder Middle School and Kelly Elementary School are located within the corridor. The corridor on the Minnesota side is more undeveloped; so the East Grand Forks Land use Plan will provide some guidance on any possible future growth in the area.

300.52 ***School Safety Study:*** 2019/20 – The MPO, Cities and School District have been working with the SAFE KIDS Coalition to identify safety improvements at local middle schools. Each year, a number of schools will be studied to evaluate current traffic circulation and pedestrian safety conditions, identify safety issues, and recommend improvements to address the identified issues.

This work activity is incorporated into the Future Bridge Traffic Impact Study

300.53 ***Technical Assistance:*** This task allows for work to be done on various studies requested throughout the annual program year. Unidentified requests will be approved on a priority basis after evaluation of resource commitment. It is envisioned that formal proposals will be required prior to approval.

No Work activity is planned for 2020

300.54 **CAT Studies:** The Cities Area Transit and UND have been exploring how to merge the two separate bus systems. The UND Shuttle System operates exclusively on UND Campus during limited hours and months. The study will outline the financial implications of merging and assist in understanding the capital costs to make it happen. The desire is to have CAT operating similar “shuttle” operations by Fall 2019.

Assuming CAT is running UND “shuttles”, a follow-up study will be to assist CAT in considering modifications to routes to better align ridership and

connections. Although the primary focus will be on the “shuttle” routes, some tweaks to other routes may be considered. The intent to run the current “shuttle” routes for at least two semesters to allow operational experience and data gathering to happen.

Because the decision was made to wait until 2020 Fall Semester to implement the CAT/UND merger, the 2020 study of the shuttle routes will not be done in 2020.

PRODUCTS:

- 300.51 Future Bridge Traffic Impact Study. 2021
- 300.52 School Safety Study – 2019
- 300.53 Undetermined.
- 300.54 CAT/UND Shuttle Merge Analysis Report 2019
~~CAT Route Update Report 2020~~

COMPLETION DATE:

- 300.51 June 30, 2021.
- 300.52 December 31, 2017/18
- 300.53 As needed
- 300.54 May 31, 2019
~~December 31, 2020~~

300.6 PLAN MONITORING, REVIEW AND EVALUATION

OBJECTIVE:

To provide up-to-date information for use in updating and preparing transportation plans and studies, and to prepare an annual Monitoring and Surveillance Report. In addition, transportation related data is to be provided, as requested, to decision-makers and the public relating to housing, demographics, traffic volumes, turning movements, etc.

PROPOSED WORK:

300.61 *Performance Report:* 2019/20 - To prepare a Performance Report which documents data collection activities and provide analyses of the trends relative to the projections and assumptions outlined in the Transportation Plan. In addition, socioeconomic and land use conditions and trends will be evaluated. The data collected will be based on the needs identified in the updated Monitoring and Surveillance Program.

FAST places requirements for the MPO to prepare reports addressing the progress towards performance. The MPO envisions creating a Dashboard element to the Report to address the implementation of the FAST to meet guidance and rules regarding the development and implementation of performance measures (and performance monitoring) for the metropolitan planning program pursuant to FAST. The Report Profile will continue to evolve to serve as a reporting tool for imminent performance management requirements of current and future Federal transportation law.

300.62 *Data Collection:* Continue to collect data as needed to carry out the 3-C Planning Process including information for decision-makers, the general public, and program and special studies. A counting of the designated pedestrian crossing at schools, that are being studied as part of the School Safety Studies, will be done as one item under this activity.

PRODUCTS:

300.61 Performance Report.
300.62 Data compilations as needed for planning purposes.

COMPLETION DATE:

300.61 December 31, 2019/20.
300.62 Ongoing activity.

300.7 GIS DEVELOPMENT AND APPLICATION

OBJECTIVE:

To maintain and expand the Geographic Information System (GIS) for the MPO study area, which includes the Cities of Grand Forks and East Grand Forks, and approximately two miles of adjacent territory.

PROPOSED WORK:

During 2019/20 the focus of the program will be to become more familiar with the software upgrades of ArcMap 10.0, and project application. The increase in staff hours devoted to MPO activities or turnover in staff will necessitate time and resources being committed to this task to bring the new staff “up-to-speed”. For the few GIS power users, the new software upgrades will allow advanced analysis to be done on projects in lieu of consultants.

Maintenance of the existing GIS resources is also a high priority. The inventory of GIS resources will be maintained in order of relevance and priority. When possible GIS resources will be integrated with others to provide a user -friendly interface and to simplify maintenance responsibilities.

In 2018, the MPO did take a new aerial photo of the MPO Study Area. The MPO has been programming these new aerial photos on a cycle of every three years. The last area-wide photo was taken in 2015.

PRODUCT:

An integrated GIS, complete with software, digital maps, attribute tables, which is readily available to staff. More specifically, this will include property level GIS analysis for the entire MPO study area, with the internal staff training available to maximize use.

Additional transportation and land use planning applications that will provide staff with tools necessary to provide information to their respective entity and the public.

COMPLETION DATA:

1. Maintenance – ongoing activity.

**GRAND FORKS-EAST GRAND FORKS
 FUNDING SOURCE SUMMARY**

	FUNDING SOURCES				BUDGETED AMOUNTS			
	Fed/St	St/Loc*	Total	%	Fed/St	St/Loc*	Total	%
CPG 2020**	\$515,000	\$117,750	\$632,750	98%	\$515,000	\$117,750	\$751,500	100.0
CPG Previous Year***	\$0	\$0	\$0	0%	\$0	\$0	\$0	100.0
Minnesota State Funding*	\$11,000	\$2,750	\$13,750	2%	\$11,000	\$2,750	\$13,750	100.0
TOTAL	\$526,000	\$120,500	\$648,500	100.0	\$526,000	\$120,500	\$648,500	100.0

- * Minnesota State Money is used for match for federal funds reducing local match.
- ** Contains ND CPG and MN CPG
- *** No carry-over of funds

**GRAND FORKS – EAST GRAND FORKS
 COST ALLOCATION**

Fund	Amount	Percent
Consolidated Planning Grant	\$515,000	80%
MN State	\$11,000	1.4%
Local Match to MN State	\$2,750	0.3%
Other Local Match	\$117,750	18.5%
TOTAL	\$648, 500	100%

Percents are rounded to nearest tenth so do not add exactly to 100%.

**GRAND FORKS - EAST GRAND FORKS
AMENDMENT 1
2020 ANNUAL WORK PROGRAM**

Activity	Funding Source			STAFF							
	FED/STATE	STATE LOCAL*	TOTAL	Ex. Dir FTE=1.0	Planner FTE=1.0	Planner FTE=1.0	Office Man FTE=1.0	Intern FTE=1.0	TOTAL Staff Hrs	Consultant Cost	
100.0 PROGRAM ADMINISTRATION											
100.1 General Administration	24,000	6,000	30,000	120	35		0	290		445	
100.2 UPWP Development	11,200	2,800	14,000	50	10		0	155		215	
100.3 Financial Management	11,200	2,800	14,000	25				225		250	
100.4 Facilities and Overhead	\$22,400	\$5,600	28,000								
200.0 PROGRAM SUPPORT AND COORDINATION											
200.1 Interagency Coordination	33,600	8,400	42,000	60	110		0	550		720	
200.2 Pub. Info. & Cit. Part.	15,200	3,800	19,000	100	20		0	135		255	
200.3 Education/Training & Travel	16,000	4,000	20,000	130	65		0	50		245	
200.4 Equipment			0								
300.0 PLANNING AND IMPLEMENTATION											
300.1 Transportation Plan Update & Imp.	13,200	3,300	16,500	100	75		0	25	0	200	\$0
ATAC	8,000	2,000	10,000								\$10,000
300.2 Corridor Planning	76,000	19,000	95,000								
300.21 Downtown Trans. Study	72,000	18,000	90,000	200							\$75,000
-300.21 ATAC Traffic Count			0								
300.22 Corridor Preservation	4,000	1,000	5,000	30	55		0				
300.3 TIP and Annual Element	21,600	5,400	27,000	160	75		0	100	0	335	
300.4 Land Use Plan	100,000	25,000	125,000	300	300		0			600	
Grand Forks 2050 Land Use Plan											\$45,000
East Grand Forks 2050 Land Use Plan											\$30,000
300.5 Special Studies	111,360	30,640	142,000								
300.51 Future Bridge Feasibility Stud	111,360	30,640	142,000	310	415		0	100		825	\$82,000
-300.51 FAST Implementation			0								
-300.53 School Safety Study			0								
-300.54 Technical Assistance			0								
-300.54 CAT Route Study			0								
300.6 Plan Monitoring, Review & Evaluatio	24,000	6,000	30,000								
300.61 Performance Annual Rpt.	8,000	2,000	10,000	40	15		0	50	250	355	
300.62 Data Collection	16,000	4,000	20,000	90	105		0	60	200	455	
300.7 GIS Development & Application	28,800	7,200	36,000	50	500		0	25	400	975	
TOTAL	516,560	131,940	648,500	\$194,150	\$91,350	\$0	\$95,734	\$10,200	\$391,433	\$242,000	
				1765	1780		0	1765	850	6160	

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



MPO Staff Report
Technical Advisory Committee: December 11, 2019
MPO Executive Board: December 18, 2019

RECOMMENDED ACTION: Update of the US-2 & US-81 Skewed Intersection Study.

Matter of Update for the US-2 & US-81 Skewed Intersection Study.

Background:

This study is to study the issues and conflicts of the intersections of US-2/Gateway Dr & US-81/N Washington St and US-2/Gateway Dr & US-Bus 2/N 5th St/Mill Rd. Due to the freight, rail, passenger vehicle, transit, bicycle, and pedestrian activity this study is looking to: improve safety; reduce existing and future traffic congestion; provide efficient access for existing and future development; and improve mobility and connectivity for all transportation modes. The MPO hired KLJ in November.

An existing conditions report was presented to the steering committee on Feb. 11th. The information from the existing conditions report was presented to the public on April 11th in the Grand Forks City Council Chambers. The feedback at the steering committee and public meetings were incorporated into the alternative analysis.

An alternative analysis report was presented to the steering committee on May 24th. On August 7th the alternatives were presented to the public. Postcards were sent out to the businesses and residents in the area studied. With the high concentration of businesses in the area they made up the greatest number of attendees of the public meeting. They were concern about access to their businesses and buy outs of the properties. The alternatives were also presented to the Near North Neighborhood Association, who had no disagreeing concerns. Because of the business concerns and the higher costs alternatives like the overpass were eliminated. Alternatives that made conditions worse were also were eliminated.

On Nov. 25th the steering committee was presented the draft document of the study. Overall, they accepted the document. They wanted the need for more in-depth negotiation between private rail and BNSF rail and that the underpass for Wilder School is not always available to use to be clearer. The full draft can be found on its website.

The next steps will be:

- Update the City Council.
- Work with Mr. Johnson to coordinate an Upper Management Presentation if needed.
- Final Approval

Information on the Study, including steering committee meetings, can be found at:
<https://theforksmpo.com/the-forks-mpo/u-s-2-u-s-81-skewed-intersection-study/>.

Findings and Analysis:

- Update.

Support Materials:

- Study Report Presentation to the Steering Committee

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**TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION
ACTIVITIES**

CODE	AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE	
200.2	Public Participation Plan	MPO has draft the update Environmental Justice Manual, have drafted update to LEP, the Private Sector Participation and drafted an update to the Public Participation Plan.	85%	31-Dec-19	30-Jan-20	
3001	Functional Classification (Update)	COMPLETED				
300.1	ITS Regional Architecture (Update)	Constulnant has provided draft inventories, services, service packages and needs documents for the stakeholders to review.	80%	31-Dec-19	30-Jan-20	
	CAT Route Changes	COMPLETED				
300.2	CORRIDOR PLANNING	US 2/US 81 Skewed Intersection Study	Draft final report has been reviewed and approved by the Steering Committee. Final presentations and approval will happen in January	95%	31-Oct-19	31-Jan-20
		Grand Forks Downtown Parking Study	Report has been presented to City Council. Being approved this month by MPO	99%	30-Jun-19	31-Dec-19
		MN 220 N Corridor Study	COMPLETED			
		Downtown Transportation Study	The Steering Committee is scheduled on Dec 9th to present the Study and Existing Coniditions Report.	40%	30-Jun-20	
		Traffic Count Program	Vision Camera Data Collection & Traffic Analysis Enhancements.	60%	On-going	
300.5	SPECIAL STUDIES EGF ADA Transition Plan	COMPLETED				
300.54	CAT/UND Shuttle Merger	COMPLETED				

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