

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."

TECHNICAL ADVISORY COMMITTEE MEETING

WEDNESDAY, FEBRUARY 13TH, 2019 – 1:30 P.M.

EAST GRAND FORKS CITY HALL TRAINING ROOM

MEMBERS

Kadrmass/Lang _____

Laesch/Konickson _____

West _____

Ellis _____

Johnson/Hanson _____

Magnuson _____

Bail/Emery _____

Kuharenko/Williams _____

Sanders _____

Gengler/Halford _____

Bergman/Rood _____

Christianson _____

Riesinger/Audette _____

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE JANUARY 9TH, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF ANNUAL SAFETY PERFORMANCE TARGETS..... VIAFARA
6. MATTER OF DRAFT ITS REGIONAL ARCHITECTURE UPDATEVIAFARA
7. MATTER OF US2/US81 INTERSECTION STUDY UPDATE KOUBA
8. MATTER OF DRAFT 2019 BIKE MAPVIAFARA
9. MATTER OF 2019 FLOOD BRIDGE MANAGEMENT PLAN..... HAUGEN
10. OTHER BUSINESS
 - a. 2019 Annual Work Program Project Update
 - b. Possible CAT Route Change - <http://www.grandforksgov.com/home/showdocument?id=27939>
 - c. Mn220 North Meeting – February 19th, 2019
11. ADJOURNMENT

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

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 9th, 2019
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen Chairman, called the January 9th, 2018, 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; Brad Gengler, Grand Forks Planning; Jesse Kadrmas, NDDOT-Local District; Richard Audette, Airport Authority; Nancy Ellis, East Grand Forks Planning; Dale Bergman, Area Cities Transit; Steve Emery, East Grand Forks Consulting - Engineer; and Paul Konickson, MnDOT District 2 Crookston.

Absent: Darren Laesch, Brad Bail, Ryan Reisinger, Dustin Lang, Ryan Brooks, Lane Magnuson, Ali Rood, Mike Johnson, Stacey Hanson, Mike Yavarow, Lars Christianson, and Rich Sanders.

Guest(s) present: Jane Williams, Grand Forks Engineering; Al Grasser, Grand Forks Engineering; Stephanie Halford, Grand Forks Planning; Clarence Vetter, East Grand Forks City Council/MPO Executive Board; Michael Huot, Resident; and Troy Schroeder, NWRDC.

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

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

INTRODUCTION

Haugen stated that for our guests present today he would ask that everyone please state their name and the organization they represent.

MATTER OF APPROVAL OF THE DECEMBER 12TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE THE DECEMBER 12TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

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MATTER OF FINAL APPROVAL OF THE 2045 BIKE/PED ELEMENT

Haugen reported that included in the packet was the staff report and a full draft version of the performance measures document. He stated that based on our discussion last month our interest is in performance, and with that he will turn this over to Mr. Viafara for a brief overview.

Viafara commented that in the packets you received a line describing a number of performance evaluations for the common measures and targets for the bicycle and pedestrian plan or elements.

Viafara stated that the idea behind this is to provide a type of government or related agency the opportunity for us to establish baselines that will allow us to start the process that allows us to measure improvements conducive to the betterment or improvement of the overall network.

Viafara pointed out that there are a number of goals, objectives, and standards leading towards that particular direction, therefore we need to measure the steps being taken for us to get there.

Viafara said that there are some performance measures for each one of the US National Transportation Goals; we have assigned ten of them, and tried to tie it through accepting performance targets or by initiating a number of monitoring activities so we can start moving towards that direction.

Viafara commented that the performance measures that you have you got prior to today's meeting, however he would like to bring to your attention that through conversations with the Department of Engineering from Grand Forks and East Grand Forks and Planning from the two cities, some minor changes have been made and those changes he would highlight them indicating that with a few exceptions there aren't any changes on the ones that you have in your packet.

Viafara referred to a slide and stated that the one he would like to discuss first is on Goal #3, which is the need for us to measure accessibility. He said that where it corresponds to East Grand Forks, East Grand Forks originally had indicated that after 10 years 40% of accessibility features would be ADA compliant, because that was what was indicated on the plan that is under consideration at the moment; but it is our understanding that Engineering, Planning and Recreation met together and agreed that rather than 40% they would like it to be 30%, and they have provided the rationale for that.

Viafara stated, though, that for Grand Forks we had originally a number of ramps that were not really determined at the time that he sent the packets, but we have since received news that 44 ramps is an acceptable number of ramps that the City is committed to repair or retrofit in a period of the year.

Viafara said that another thing is that we had established 3 miles either of new or retrofitted sidewalks based on historical review; but East Grand Forks indicated that they were willing and happy to cooperate in achieving at least one mile of either repaired or constructed sidewalks per year in the next period of five years, so that is where the changes are.

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Viafara stated that the remaining changes are really pertaining to East Grand Forks, and based on conversations with them those changes are really related to the fact that there is a lack of staff and issues with resources, but nevertheless they would like to cooperate by reducing some of them; for instance on the same topic the miles of sidewalks, we had originally envisioned 1.5 miles of new sidewalks but they have said that a quarter of a mile per year to 1.25 miles per year in the period of five years is acceptable.

Viafara said that the second thing on the miles proposed for bicycle facilities in the two miles, originally we had 20% or 2 miles built per year of bicycle facilities, but they indicated that in the period of five years 2.5 miles will be doable, or the equivalent of half a mile per year.

Viafara commented that there is one other thing on Access to Jobs; originally we had increased it to 100% in the five years but based on issues with the Land Development factor and things like that East Grand Forks indicated that 91% to 92% is the most appropriate measure for them.

Viafara stated that he will leave these measures with you for discussion and for consideration but it is important for you to remember that we are basically compelled, as an MPO, compelled to request the local governments and agencies to please produce or participate in the operation of those performance targets in order for us to configure the requirements that the MPO has based on the FAST ACT or Fix America Infrastructure legislation.

Bergman referred to Goal #5, Bicycle boarding on buses; and pointed out it states that the percent of transit shelters on fixed routes that are accessible and adjacent to the bike network will increase to 70% in the next five years and said that you will get 7%, you aren't going to get no 70% of the people to put bikes on a bus. Ellis responded that it is just asking us to have the bike racks on the bus. Bergman stated that they have 100% of the bike racks on the bus, which has a target of 100%, but then you go down further and it says the currently 19 of 35 transit shelters are adjacent to the bike network, but there is some of that bike network that doesn't even come close to our shelters, so unless someone is going to put in sidewalks that are specially made to get over to those bus shelters, you aren't going to get that to increase either, they will look at it when they start putting them up but when they get a request from citizens to put them on a certain area they look at that too; how many on and off boardings are we getting at that particular area, but he isn't going to do like they have now, out of the 38 shelters that Grand Forks has we might use 15 of them, and if we start changing that this year because of the route changes, the majority of those shelters are going away because they are nothing but a smoking shelter for someone or someone will dump their leaves or grass in it so they will be looking at knockdowns before they would make a determination and follow this rule that you have in here, it isn't going to happen.

Haugen responded that they aren't establishing a rule that you have to follow, so let's get past that language. Bergman asked if he was saying that they aren't establishing a goal that they have to follow. Haugen responded that they aren't establishing a rule that you have to follow. Bergman asked, then, what they are doing when they are putting it in there. Haugen responded that they are seeing that there are thirty-five shelters; nineteen of them currently are adjacent to the bike network, and as the bike network expands part of what they are trying to implement is to

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try to get more of the shelters, the bikes and shelters adjacent to one another, so they aren't even suggesting the moving of shelters, this is just suggesting that as we expand the bike network that we look towards expanding the bike network for those other remaining shelters and the target would be to have not 100% of the 35 shelters in the five year period, but 75% of the shelters in that five year period. He explained that a lot of the future network is on-road bike routes, which would make this target not onerous, so it isn't about you moving shelters or adding shelters, it is about where bike networks are being established and trying to make a connection between the bike network and the transit shelter network.

Halford asked if there was a similar target in the Transit Plan that we could just mirror. Haugen responded that there is not a similar target that connects the bike network to the shelter locations in the Transit Plan. Bergman asked if they looked to see what their Transit Development Plan had listed for shelters next to the bike network. Haugen responded that we have a target that is saying that there are 35 shelters or 2 shelters. Bergman is asking how does it match up with 2d, aren't these plans all supposed to be following or interconnected. Haugen responded that the TDP doesn't suggest or identify that you are adding shelters or needing shelters, it is saying that you have 35 shelters, and then it talks about the whole State of Good Repair and part of your TAM discussion there are ratings on them, etc.; so that is addressing the facility itself, the transit facility itself; this document is addressing how the bike network can be better connected to where the transit shelters are located, so, again it's not a rule that says you have to implement shelters anywhere, or move shelters; but the target says that as we expand the bike network we are working towards making the bike network connections with your existing shelters better, increasing it from just roughly 60% up to 70% in a five year period.

Ellis asked what classifies as adjacent, because she is just thinking of East Grand Forks and the fact that the number of miles that they have in the Greenway that are bike routes or bike trails, it will be hard for them to get to that 70% because the bus routes aren't near the Greenway so she is thinking that the definition of adjacent would probably be... Haugen commented that she is looking at the wrong data; it isn't the miles of bike network, it is the number of shelters adjacent to the bike network. He explained that the denominator is 35, how many of the 19 of the 35 are we getting towards. Ellis rephrased her question as; a majority of their bike network is in the Greenway so based on the shelters they have she wouldn't consider them necessarily close to the bike network at this time, so what you are asking them to do is to essentially turn a lot of our City into bike network to kind of meet the percentage of what their bike network is in the Greenway, does that make sense. Haugen responded that he doesn't understand the connection to the Greenway. Ellis explained that they have maybe seven miles of bike trail in the Greenway, how many bike facilities do they have that are not on the Greenway but are in City Limits, maybe a mile. Haugen responded that you have 23rd Street, Central Avenue, for two miles. Ellis said, then, that they have nine miles of bike facilities, and seven of those miles are in the Greenway so the percentage there is quite a bit higher in the Greenway than it is on their street network, so it is hard to get to that 70% adjacent to a bus shelter if a lot of it is in the Greenway. Emery said, though, that just 70% of the shelters need to be adjacent to a bike route. Haugen agreed, and explained that as you expand, this plan is about expanding your bike network, and it isn't all going to be expanded in the Greenway; so as you expand your bike network you will have shelters placed around the City, so as you try to expand and make the

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connection between the bike network and your shelters, so he doesn't understand the connection to the Greenway, it isn't a percent of how many total miles are adjacent to a shelter it is how many shelters are adjacent to a bike facility.

Emery commented that to go from 55% to 70% the City of East Grand Forks just has to get bike routes adjacent to six more shelters; because they have to go from 19 of 35 to about 25 of 35. Haugen responded that that is correct, although it is system wide not just East Grand Forks.

Haugen reiterated that this isn't about moving shelters, it isn't a ratio of miles of designated bike facilities, it is the ratio of how many shelters that exist today are adjacent to a bike designated facility, not all of them are so as we try to move towards that connection between bike and bus they are suggesting that target be 70% in five years. He added that going back to the question of how does this connect to the Transportation Development Plan, that is how it connects, we are trying to get that multi-modal connection so that your bikes and buses are on a similar system. He also clarified that the 70% is 70% of 35; and the target of 100% is to maintain the target at 100% of fixed route vehicles having bike racks.

Bergman said that the way he looks at it, any sidewalk in the City is a bike trail, maybe we can use that. He added that he doesn't see a designated sign that says this is for pedestrians only. Haugen commented, though, that not all sidewalks are legal for you to ride your bicycle on. He added that we do have a designated bike network so that is what this is focusing on; we aren't saying that you can't ride your bicycle on any street, but we are promoting a bicycle network and we are promoting increasing the connection between the bike network and transit shelters.

Viafara suggested that if you have time to review Chapter 4 in the proposed plan that has been approved, there is a response brought by a consulting company in Washington to a question similar to this that says that every sidewalk, therefore, is a bike facility; there is an explanation coming from professional engineers explaining that and certainly at the beginning the comments seem to sound unreasonable, but once we go into further analysis of which one is the purpose, which one is the function, which one is the level of service of these facilities then render some sidewalks that aren't really part of this system, and the same happens to some of these, so that is basically how to explain how we came to this particular kind of bike facility determination.

Haugen reiterated that again, the overall goal is better integration of the two modes, and so the target is to try to increase integration by having more bike routes, more bike facilities adjacent to those bus shelters.

Ellis reported that the other one she would like to discuss is to reduce the number of complaints by 50% on snow removal; and if anyone has any idea on how they can reduce the number of people complaining that would be helpful. Viafara responded that Grand Forks uses a system based on complaints so when the complaint comes to the #311 immediately the City sends somebody to check that particular property to see the length of the sidewalks and the snow that needs to be removed, so what we are asking is for them to reduce, by 50%, the length of the sidewalks for snow removal, that is basically what this is doing, and in order to achieve this one has to take a proactive approach.

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Viafara stated that he agrees that it is impossible to reduce the number of complaints, what we are striving to do is to reduce the length of the sidewalks that come through those complaints. Kuharenko said, then, that what you are saying is that the performance target of reduce by 50% the number of complaints received concerning snow removal shouldn't be there. Viafara referred to Goal #9 and responded that in 2018 Grand Forks received 232 complaints through #311. Williams said that their question is how are you going to stop people from complaining, not all of the complaints are founded, sometimes you get out there and there isn't enough to qualify for removal, so the problem is is that you are never going to stop people from complaining about things, but whether it is founded or not, that is another story and that is why they have to check things out; so how do we get people not to call in, that is the question. Ellis agreed, and added that the struggle is is that she thinks everyone is aware that they need to move snow off of their sidewalks, but it is really hard, without fining them, to get them to move the snow and often times it is difficult to enforce the issue. Emery added that East Grand Forks really doesn't monitor complaints either. Ellis stated that they address complaints when they receive them, but they don't have anyone that can go out and look for those that aren't moving snow. She explained the policy/procedure they follow for snow removal and the costs involved.

Ellis commented that she thinks their process is not working so for them to meet this performance target at this time would be very difficult; so that is why she mentioned that right now, based on where they are at, it is difficult to meet that percentage.

Viafara reiterated that there were 232 complaints received by Grand Forks; when we added each one of those complaints in terms of lengths of the sidewalk that needed to be cleared, it comes to about 18,860 feet that were cleared; now what the suggestion is is to reduce the number of that length by 50%. He stated that we don't know how, but one way may be to enforce the ordinance, if there is one, which means that they have to send somebody to inspect and check the complaint location and then probably someone would need to provide notice to the property owner, that is one way, proactively to reduce the number of phone calls or complaints after the fact.

Viafara commented that, ideally, there shouldn't be any snow on sidewalks, particularly because as Cities you are compelled to follow ADA Legislation, that is ideally; but because that isn't the case at least having a system in place will bring to ADA's attention your good faith as a City that something is being done.

Williams asked, if the performance measure is to report on a coordinated program for education and enforcement, how does a target have anything to do with snow removal, it should have something to do with the number of programs, or the number of notices, or how are we informing the public of how we will do this; they are not complimentary. Haugen responded that the one data set they had was this data set of the number of complaints and how they were addressed through the assessments that were levied, and so one of the major topics we hear when we talk about pedestrians is snow removal, so in order to try to establish a target they looked at the one data set they had and that was how much the City had to go hire someone else to move the snow, so the intent is instead of having the City have the onus was through those materials that you mentioned to strive to have less City effort and place more effort back to where the

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expectation is to have it done and that is to the homeowner to remove the snow; so that is the thought process behind setting this target. Haugen stated that if you look at the assessment list you will notice a lot of frequent fliers if you will, and they aren't homeowners, they are builders, so they can give you some thoughts on how to perhaps improve the removal of snow on their properties instead of through this method, but that is what the thought process behind this target is, to reduce this method as the way to get snow removed.

Ellis said, then, that the performance target should say reduce the number of complaints received concerning snow removal by; because there are two different targets there. Haugen responded that the confusion we are seeing here is that there are two separate targets; the first one is not all complaints lead to a City assessment, a lot of complaints lead to the homeowner complying before the hiring of snow removal companies, so we are suggesting two separate targets that are very similar, but are separate.

Grasser commented that he thinks there is a bit, on this and some others, that part of the issue is with the measurements; that they are responding to something that is outside of their control. He gave a brief explanation on what/how things are out of the City's control. He asked if there was some way to put a paragraph or something in here that recognizes some general variability of things that we don't control. He said that he doesn't have the answer to what should be measured exactly, but he thinks that that is why there should be some recognition of financial constraints on a local level, state, and federal; and just reactions to things that are outside our control. Viafara cited an example of how property owners don't remove the snow and how it affects pedestrians; and asked how this can be addressed.

Haugen stated that in response to what Mr. Grasser mentioned, there is already some language in the draft about external factors; these targets are not those that have penalties attached to them. He added that they can certainly beef up that section about how these targets are varied by recession, etc., to acknowledge that they are and that we have some measure outside of staff control. Ellis stated that that would be helpful because increasing the number of people commuting by a certain percentage or increasing the number of people on the greenway, those are hard to meet from an engineering standpoint; they can provide opportunities or better connections, but to actually get people to use it or to commute through biking or walking is kind of out of our control, so that is her concern; she doesn't want these to be set and then have them in the plan and then be something that we are tied to in terms of funding, so as long as it is something that we are striving towards, she has no issue with it.

MOVED BY KUHARENKO, SECONDED BY GENGLER, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY ADOPT THE FINAL 2045 BIKE/PED ELEMENT; RECOGNIZING THE FINANCIAL CONSTRAINTS OF FEDERAL, STATE, AND LOCAL FUNDING, AND OTHER CONSTRAINTS THAT WOULD BE OUTSIDE OF OUR CONTROL.

Halford reported that Mr. Viafara was quoted in the Grand Forks Herald that the MPO would still be receiving comments on the Final 2045 Bike/Ped Element through January 23rd. She asked if that was that just to receive them or could that edit the document; or does it still go to

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public hearing for final approvals for council, but outside of that anybody can comment and then the plan could still possibly change, or will the comment just be received. Haugen responded that it could cause a need to edit the document. He explained that until the MPO Board adopts a document it is still available for comment and if a comment comes in at 11:00 on the 23rd, and it is a substantial comment that the board decides has to be implemented and causes a modification of the plan then it would be edited. Halford asked if the document would then go back to the Technical Advisory Committee and the Executive Policy Board to approve the change. Haugen responded that the language states that if it is a significant change then it would need to go back through the process, but if it is determined that it isn't a significant change then it would not. He added that, just as what happened with our last Transit Development Plan, both cities would have to make a determination of their level of significance, so it could possibility have to go through the whole process, or it could just go through the MPO participation process.

Voting Aye: Kadrmas, Gengler, Audette, Ellis, Bergman, Emery, Kuharenko, and Konickson.

Voting Nay: None.

Absent: Bergman, Lang, Brooks, Laesch, Hanson, Yavarow, Rood, Magnuson, Sanders, Bail, Johnson, and Christianson.

MATTER OF APPROVAL OF FY2019 T.I.P. AMENDMENTS

Haugen referred to the staff report and pointed out that it notes that there are four amendments. He stated that one of them is for an East Grand Forks transit vehicle, one is for Grand Forks and is related to transit as well but not for a vehicle but for other equipment, and then the NDDOT has two that we are amending into the plan.

Haugen said that we did advertise that there would be a public hearing at today's meeting so he would open the public hearing; there was no one present for discussion so he closed the public hearing. He added that there were no written comments received either.

Haugen stated that staff is recommending that the Technical Advisory Committee approve a recommendation to the MPO Executive Policy Board that they approve these T.I.P. amendments as submitted.

Kuharenko asked if the safety project that came through with the regional project request last month; are the chip seals not included here. Haugen responded that we aren't being asked to amend those into the T.I.P., they are being asked to be added to the next T.I.P. as they are candidate projects and haven't been fully vetted through the S.T.I.P./T.I.P. coordinated process yet, but these have been. He added that it was mentioned last month that we would handle these projects this way.

Bergman stated, then, that these are the funds that we were awarded in December, correct. Haugen responded that that is correct.

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MOVED BY ELLIS, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2019 T.I.P. AMENDMENTS, AS SUBMITTED.

Voting Aye: Kadrmas, Gengler, Audette, Ellis, Bergman, Emery, Kuharenko, and Konickson.

Voting Nay: None.

Absent: Lang, Brooks, Laesch, Hanson, Yavarow, Rood, Magnuson, Sanders, Bail, Johnson, and Christianson.

MATTER OF APPROVAL OF CANDIDATE PROJECTS FOR NDDOT FTA 5339 SOLICITATION

Haugen reported that, as they have been saying over the last several months, there are a lot of transit dollars going through the cycle. He cited that the NDDOT has announced a new solicitation for another year of appropriation from the 5339 program which we just amended the T.I.P. for. He said that they did advertise for the solicitation of projects for this program, and it was for vehicles only, and the Cities Area Transit has submitted this prioritized list of projects for consideration with the top priority being the purchase of vehicles to serve the possible merger of City Bus and the UND Shuttle Service; and the other three are more of a shop type replacement vehicles not so much in-service vehicles.

Haugen stated that staff is recommending the Technical Advisory Committee approve a recommendation to the MPO Executive Policy Board that they approve the candidate projects for NDDOT FTA 5339 Program as being consistent with the Long Range Transportation Plan and to give them priority ranking as submitted.

MOVED BY BERGMAN, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE CANDIDATE PROJECTS FOR NDDOT FTA 5339 PROGRAM AS BEING CONSISTENT WITH THE MPO LONG RANGE TRANSPORTATION PLAN, AND TO GIVE THEM PRIORITY RANKING, AS PRESENTED.

Voting Aye: Kadrmas, Gengler, Audette, Ellis, Bergman, Emery, Kuharenko, and Konickson.

Voting Nay: None.

Absent: Lang, Brooks, Laesch, Hanson, Yavarow, Rood, Magnuson, Sanders, Bail, Johnson, and Christianson.

Haugen reported that this is related to the T.I.P. cycle. He reiterated that last month they mentioned that the North Dakota Recreational Trails Program was open; but they have had staffing changes so it was not officially opened in December but it is officially open now for candidate projects, so if anyone has any projects for this program, please submit your application for candidate projects.

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MATTER OF APPROVAL OF THE EAST GRAND FORKS ADA TRANSITION PLAN

Haugen referred to the staff report, included in the packet, and explained that staff was originally seeking consideration of approval of the document, but will ask that it be tabled. He stated that we all, he thinks, understand the legal reasons why ADA is in place and requires transitions plans and why it became a focus on the Minnesota side in particular was this action by Federal Highway, interpreted by Minnesota State Aid, that they would be freezing T.I.P.s if our jurisdiction didn't have an up-to-date transition plan so we worked with East Grand Forks.

Haugen pointed out that also included in the packet is a draft of the document. He stated that the goal was to have this done prior to the approval of our current T.I.P.; we didn't meet that goal however they have accepted the T.I.P. because they saw that we were making reasonable progress for this.

Haugen referred to the draft document and went over it briefly.

Haugen commented that one thing that SRF did not do was to assess the transit facilities, the bus stops/shelters, so this draft is absent of that.

Haugen stated that we also talked a bit about who has jurisdiction over what curb areas' right-of-way; not all of it is the City of East Grand Forks, there are other jurisdictions involved. He cited an example of where we go the data set that is all GIS based, and stated that the City does have access to that information, so if you go look at these funds and identify what was identified as compliant and not compliant at those points, you can see that there is quite a number of them throughout East Grand Forks. He went over this information briefly.

Haugen commented that the financial picture, based on cost components; the plan document only as a total cost of \$1.99 million to bring everything up into compliance asset of the transit. He said that the plan does not break that down into proper jurisdictions so we are asking that SRF do that. He stated that this is the language in the current draft, based on our earlier discussion there might be a change to these values, but as you can see on the implementation schedule it wasn't going to be done in one year, but it does set out a good faith effort to get it done over a span of time.

Haugen reported that we are still under the determination that reasonable progress is being made, so they are not withholding our funding, but Federal Highway is advising us to not finalize this plan until we do have that transit facility information. He added that we would also like to have the cost breakdown identified and then if there is another change in this performance target we would include that in the draft.

Haugen said that another thing that we have to document in the draft is how frequently it will be updated; right now it is kind of silent on that issue so we will have to amend the text to identify, as we do with everything else, five years or if significant change occur, but he isn't sure if Federal Highway will give us a definition of what significant changes are.

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Haugen stated that our action today is, we have a draft but we have some things that are still outstanding in the draft, so we are asking you to table this until we have the cost restriction and the transit assessments included. He added that in talking with Federal Highway Minnesota, they indicated that sooner than later, but with snow conditions if we have by June would that be acceptable, and they agreed that it would.

Haugen commented that we will need to talk about who will be doing this additional work; SRF still has some money left in the budget if we want them to do it. He explained that the reason they didn't do it is because they had information that said that Cities Area Transit staff would be doing it, so that will need to be figured out so it can be done as soon as the snow is gone, April or May, then it can be inserted into the draft and we can finalize the document.

Ellis asked how many shelters there are in East Grand Forks. Bergman responded that there are five. Ellis commented that she knows that four of them are already in compliance because they were just done within the last three years, so we would be looking at one that they already have plans for, so we essentially have the inventory so it won't take them long, and she feels that they can even have it done by the end of February if we want to because they did two on 5th last year; the one by the Library is compliant, and the one on the northend by the College was just done two years ago, so to only one she can think that needs to be considered is the one by the Apartment complex and they already have plans and specs for that one, so she would think that they would all be compliant by August of next year, but they will verify that if needed.

Ellis asked what was needed, in terms of inventory. Bergman asked if there is a document that they can follow for this. Haugen responded that there is and he will provide it to them. He added that this won't be as extensive as the data sets they looked at for the sidewalks and curb ramps, so essentially you will be looking at slope, shelter opening width, etc.

MOVED BY BERGMAN, SECONDED BY KUHARENKO, TO APPROVE TABLING THE EAST GRAND FORKS ADA TRANSITION PLAN UNTIL THE ADDITIONAL INFORMATION CAN BE INCLUDED.

Voting Aye: Kadrmas, Gengler, Audette, Ellis, Bergman, Emery, Kuharenko, and Konickson.

Voting Nay: None.

Absent: Lang, Brooks, Laesch, Hanson, Yavarow, Rood, Magnuson, Sanders, Bail, Johnson, and Christianson.

MATTER OF APPROVAL OF THE RFQ FOR TRANSIT ABSORPTION OF UND SHUTTLE

Haugen reported that this agenda item is requesting quotes to assist us in merging the Cities Area Transit and the UND Shuttle Program.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 9th, 2019**

Haugen stated that we are going with a quote process rather than proposals as the dollar value is below the threshold required and we are trying to get a quick turn-around as our hope is that if things work out financially, if the previously prioritized transit vehicles are awarded, that by the fall semester the Cities Area Transit will be operating the current UND Shuttle routes, so we are trying to get this request for quotes processed through quicker than it would take us for proposals.

Haugen said that the scope of work does have some holds still on the dates, and the need to work with the NDDOT to finalize what those dates are between now and the full process, which is the proposal process, so they will hopefully have them filled in by the Executive Policy Board meeting in two weeks. He added that they did have the draft scope of work reviewed by transit staff and UND staff prior to this presentation.

Haugen commented that this is principally a financial review of how to merge the two systems; the current route structure of the UND Shuttle would be a route structure that CAT would consider implementing so that is again a financial piece of utilizing the current prorated cost model that CAT has because of its connection between Grand Forks and East Grand Forks operations, so that is who captures it.

Haugen stated that there have also been talk about future replacement as we know that vehicles don't last forever so we will try to negotiate an agreement as to how those future replacements are cost shared.

Haugen said that staff is seeking a recommendation to approve the release of this Request for Quotes to the MPO Executive Policy Board. He added that the budget is \$40,000.

Kuharenko asked if this is included in the Unified Planning Work Program. Haugen responded that it is.

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE RFQ FOR TRANSIT ABSORPTION OF UND SHUTTLE SERVICE.

Audette commented that on the route structure it references the Airport Shuttle; the Airport Shuttle right now is only between UND Campus facilities and UND facilities at the Airport, it doesn't technically serve the Airport in general. Bergman responded that they will do a study to see if there is a feasibility stop near the terminal and make it a dual purpose function, and then the question will be when, that is something they will look at.

Voting Aye: Kadrmas, Gengler, Audette, Ellis, Bergman, Emery, Kuharenko, and Konickson.

Voting Nay: None.

Absent: Lang, Brooks, Laesch, Hanson, Yavarow, Rood, Magnuson, Sanders, Bail, Johnson, and Christianson.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 9th, 2019**

OTHER BUSINESS

a. 2019 Annual Work Program Project Update

Haugen reported that the monthly work program update is included for your review.

b. Connected Automated Vehicle Workshop in East Grand Forks

Haugen reported that you have all received an invite to the MNDOT Connected Automated Vehicle Workshop; please register if you can attend. He believes it is scheduled for January 31st in East Grand Forks City Hall.

c. Open Houses For Regional Transit Coordination Council

Ellis reported that there are three open houses for Regional Transit Coordination Council; January 17th, January 24th, and January 31st in Crookston, Ada, and Karlstad. She explained that they will essentially be talking about how we can be better coordinated between different cities with different types of bus service, to make sure that we are getting a person who may be in Roseau to Thief River or East Grand Forks; how we can accommodate those people. She said that this is just the beginning of how we can accomplish that type of service.

Information only.

ADJOURNMENT

MOVED BY BERGMAN, SECONDED BY ELLIS, TO ADJOURN THE DECEMBER 12TH, 2018, TECHNICAL ADVISORY COMMITTEE MEETING AT 2:35 P.M.

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis,
Office Manager

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.”

MPO Staff Report

MPO Technical Advisory Committee, February 13, 2019 1:30 pm

MPO Executive Policy Board, February 20, 2019 12:00 Noon

RECOMMENDED ACTION	Approval Safety Performance Targets, 2019
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Matter of the Safety Performance Management (PM-1) for Y 2019

BACKGROUND:

Performance Measures and Performance Target regulations and requirements emanate from the enacted FAST (*Fixing America Surface Transportation*) (2015) Act. *FAST* encourages a performance-driven and outcome-based transportation planning process. Performance Measures and Targets established for the Grand Forks-East Grand Forks MPO are included in the adopted *2045 Metropolitan Transportation Plan (MTP)* and related Transit and Bicycle and Pedestrian Elements.

MPOs are required by the Federal Highway Administration (FHWA) to adopt targets for defined performance measures. Targets are established by State DOT's for (1) safety, (2) transit asset management, (3) system performance, (4) bridge condition and (5) pavement condition.

Safety adopted measures & targets apply to all public roadways regardless of ownership or functional classification. Current rules require MPOs to either adopt the State measures for all five factors or choose a combination of either the state's or a MPOs measure. Bi-state MPOs must address each state independently. Annual State DOTs and MPOs established performance targets for Safety includes an examination of the following factors:

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

ANALYSIS AND FINDINGS OF FACT:



This report illustrates progress toward the attainment of established Safety Targets in the MPO's planning Area. The examination is based on crash data provided by MN DOT and NDDOT for Years 2016-2017. The following elements are considered during the analysis:

- Serious Injury Analysis (*A: Incapacitating Injury, MN; Coded A: Incapacitating Injury, ND*)
- Calculation of the 5-Years Rolling Average
- Vehicle Miles Traveled (VMT) (327 000 000)

Serious Injuries analyses results are presented according to the single standardized definition for reporting serious injuries established by the FHWA and National Highway Traffic Safety Administration (NHTSA). <https://www-fars.nhtsa.dot.gov/Help/Terms.aspx>

At the MPO Planning Area level, fatality and serious injury rate targets are determined by using the 5-years rolling average has been calculated for each safety performance measure for the following years: 2012-2016 and 2013-2017. The 5-years rolling average is calculated by adding the figures corresponding to each safety factor in a 5-calendar years period which includes the year for which the targets are established. The results are divided by 5, and rounded to the tenth or hundredth decimal place depending on the performance measure. The Safety Factors analysis includes consideration for Motorized and Non-motorized Fatalities & Number of Non-Motorized Injuries.

Vehicle Miles Traveled (VMT) estimates which are generated through the Travel Demand Model. VMT estimates include traveling activity reported for all roadways regardless of ownership or functional class within the MPO boundaries. VMT estimates are subject to variations from time to time as the number of vehicles; number of drivers and/or the number of miles traveled miles is subject to change. The Vehicle Miles Traveled (VMT) included in the analysis corresponds to the volumes used for Y 2015.

Safety Factor	PERFORMANCE TARGETS				MPO Planning Area	
					Performance Targets	
	Minnesota, 2018	Minnesota, 2019	North Dakota, 2018	North Dakota, 2019	MPO Planning Area, 2018	MPO Planning Area, 2019
1. Number of Fatalities	375	372	138	127	3 or Fewer	2 or Fewer
2. Rate of Fatalities (Per 100M VMT)	0.622	0.620	1.336	1.271	0.673MVMT	0.599MVMT
3. Number of Serious Injuries	1,935	1,711	516	486.2	18 or Fewer	15 or Fewer
4. Rate of Serious Injuries (Per 100M VMT)	3.19	2.850	5.088	4.848	5.933 MVMT or Lower	5.296MVMT or Lower
5. Number of Non-Motorized Fatalities & Number of Non-Motorized Injuries	348	267.5	34	34.6	3 or fewer	4 or Fewer

SUPPORT MATERIALS:

The following tables illustrate the results of the analysis of the Safety Factors for the MPO Planning Area.

All Fatal/Serious Crashes (2007-2017)

Non-Motorized F/A Crashes (2007-2017)

Grand Forks-East Grand Forks MPO Safety Performance Management (Safety PM-1) 2016-2017							
North Dakota + Minnesota							
All Crashes				Non-Motorized			
Year	Fatal	Incapacitating Injury		Year	Fatal	Incapacitating Injury	
2007	2	20		2007	0	2	
2008	3	13		2008	0	3	
2009	1	8		2009	0	1	
2010	4	18		2010	0	3	
2011	1	16		2011	0	5	
2012	2	24		2012	0	0	
2013	3	18		2013	0	4	
2014	3	19		2014	0	5	
2015	0	20		2015	0	2	
2016	0	3		2016	0	2	
2017	2	13		2017	0	4	

1. Average Annual Number Fatalities

5-Year Averages (Motorized)		
Year	Fatal	A
2007-2011	2.2	15.0
2008-2012	2.2	15.8
2009-2013	2.2	16.8
2010-2014	2.6	19.0
2011-2015	1.8	19.4
2012-2016	1.6	16.8
2013-2017	1.6	14.6

4. All Crashes (Rolling 5-year average)

5-Year Averages (Non-Motorized)	
Year	Fatal + A
2007-2011	2.8
2008-2012	2.4
2009-2013	2.6
2010-2014	3.4
2011-2015	3.2
2012-2016	2.6
2013-2017	3.4

5. Non-Motorized (Rolling 5-year average)

Crash Rates		
Year	Fatal	A
2007-2011	0.673	4.587
2008-2012	0.673	4.832
2009-2013	0.673	5.138
2010-2014	0.795	5.810
2011-2015	0.550	5.933
2012-2016	0.489	5.138
2013-2017	0.489	4.465

Note: VMT for 2015 used in calculation for all year ranges for 2007-2015

Overcoming Barriers

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MPO Staff Report

MPO Technical Advisory Committee, February 13, 2019 1:30 pm

MPO Executive Policy Board, February 20, 2019 12:00 Noon

RECOMMENDED ACTION	Approval of Contract to Engage ATAC
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Matter of the Grand Forks-East Grand Forks Regional ITS Architecture Update (2019)

BACKGROUND:

Every 5 years, the MPO is required to update its Intelligent Transportation System (ITS) Regional Architecture. The 2019 update will be developed to assist in the implementation of ITS initiatives and strategies included in the Metropolitan Transportation Plan. Emergency Management constitutes a vital component of the ITS Architecture.

ANALYSIS AND FINDINGS OF FACT:

The geographic boundaries of the GF-EGF MPO fall within the states of North Dakota and Minnesota. Each jurisdiction maintains a separate statewide ITS architecture. This fact demands special attention to maintain consistency and avoid conflicts between the regional and statewide architectures.

In North Dakota, the three MPO regional architectures and NDDOT statewide architecture are developed and maintained by ATAC, the statewide architecture scope focuses on state level services while the MPO architectures focus on local and urban services resulting in limited overlap and seamless integration. In Minnesota, there is one architecture maintained by MnDOT that covers the entire scope of services including at the state and local levels.

Key objectives of the proposed Grand Forks-East Grand Forks Regional ITS Architecture Update (2019) include:

- Address changes in regional needs
- Changes in stakeholders
- Changes in the scope of services considered, deployment of ITS projects in the region, and
- Address changes in the National ITS Architecture.

The success of updating the Regional Architecture depends on effective participation of key transportation stakeholders. Although a wide range of stakeholders will be involved in the Regional Architecture update, their involvement varies depending on the degree of which they own/operate/use intelligent transportation system components.

Tentative stakeholders include:

GF-EGF MPO

1. Grand Forks and East Grand Forks
 - a. Engineering
 - b. Planning
 - c. Public works
 - d. IT
 - e. Transit
 - f. Emergency management (including PD, FD, EMS)
2. Grand Forks and Polk County
 - a. Engineering
 - b. Public works
 - c. Emergency management (including County Sheriff departments)
3. FHWA ND Division
4. NDDOT Grand Forks District
5. MnDOT District 2
6. North Dakota Highway Patrol (NDHP)
7. Minnesota State Patrol (MSP)

In addition to their agency related contributions, stakeholders will be guiding the overall project, facilitate project activities, and approve project deliverables.

SUPPORT MATERIALS:

Draft addendum (ATAC)

Scope of work documents for the GF-EGF Regional ITS Architecture Update project

NDSU

UPPER GREAT PLAINS TRANSPORTATION INSTITUTE
ADVANCED TRAFFIC ANALYSIS CENTER

Dept 2880 / PO Box 6050 / Fargo, ND 58108-6050

Tel 701-231-8058

www.ugpti.org – www.atacenter.org

Grand Forks-East Grand Forks Regional ITS Architecture Update

Scope of Work

January 2019

Prepared for:

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

Prepared by:

Advanced Traffic Analysis Center
Upper Great Plains Transportation Institute
North Dakota State University
Fargo, North Dakota

This proposal outlines the scope of work for completing an update for the Grand Forks-East Grand Forks Regional ITS Architecture (GF-EGF RA) in accordance with FHWA requirements. The RA provides a comprehensive framework that can be used to plan future ITS, define system requirements, coordinate agency roles, and integrate functions across jurisdictional lines. The original GF-EGF RA was completed in 2005 by the Advanced Traffic Analysis Center (ATAC) under the sponsorship of the Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO) and has been updated periodically since.

Regional Architecture

The Regional Architecture (RA) provides a roadmap for integrating ITS in a region in order to ensure desired functions are performed while maximizing regional benefits—higher benefits compared to agency or jurisdiction-specific systems working independently. The RA is functionally oriented and not technology specific, which allows it to remain valid over time as technology may change.

The RA typically has the following main components:

1. A description of the region
2. Identification of participating agencies and other stakeholders
3. An operational concept that identifies the roles and responsibilities of participating agencies and stakeholders in the operation and implementation of the systems included in the regional ITS architecture
4. Any agreements (existing or new) required for operations including, at a minimum, those affecting ITS project interoperability, utilization of ITS related standards, and the implementation of projects identified in the regional ITS architecture
5. System functional requirements
6. Interface requirements and information exchanges with planned and existing systems and subsystems
7. Identification of ITS standards supporting regional and national interoperability
8. The sequence of projects required for implementation

The geographic boundaries of the GF-EGF MPO fall within the states of North Dakota and Minnesota which each maintain a separate statewide ITS architecture, this requires special attention to maintain consistency and avoid conflicts between the regional and statewide architectures. In North Dakota, the three MPO regional architectures and NDDOT statewide architecture are developed and maintained by ATAC, the statewide architecture scope focuses on state level services while the MPO architectures focus on local and urban services resulting in limited overlap and seamless integration. In Minnesota, there is one architecture maintained by MnDOT that covers the entire scope of services including at the state and local levels. Due to the large number of agencies involved, MnDOT utilizes generic descriptions to cover multiple agencies (e.g. Local Transit Management Centers is an architecture element that represents all Minnesota transit agencies outside of the Twin Cities metro area) whereas in the GF-EGF regional architecture the elements and services are customized (e.g. Cities Area Transit (CAT) is identified as the transit agency in the region and transit service packages are a reflection of CAT's operations and plans). The project PI reviews Minnesota's statewide architecture to ensure consistency with the GF-EGF regional architecture allowing the GF-EGF MPO to recognize both architectures while avoiding conflicts.

Regional Architecture Update

Similar to other transportation plans, the RA must be updated to reflect relevant transportation changes in the region. Further, the update is mandated by the FHWA under the ITS Architecture Conformity Rule. The update addresses changes in regional needs, changes in stakeholders, changes in the scope of services considered, deployment of ITS projects in the region, and changes in the National ITS Architecture. Specifically, the updated items include the following:

1. Stakeholders
2. Operational concept
3. ITS elements
4. Agreements
5. Interfaces between elements
6. Functional requirements
7. ITS standards
8. Project sequencing

Organizational Plan

The success of updating the RA depends on effective participation of key transportation stakeholders. Although a wide range of stakeholders will be involved in the RA, their involvement varies depending on the degree of which they own/operate/use intelligent transportation system components. This section describes the various parties involved in the project and their respective roles.

Project Management

The GF-EGF MPO oversees all activities undertaken by ATAC for this project in accordance with the approved contract. ATAC will coordinate project activities with the MPO, especially stakeholder meetings and any public input required for completing the update. MPO staff will chair all RA stakeholder meetings unless they choose to delegate that task to ATAC.

Project Advisory Group

The role of this group is to guide the overall project, facilitate project activities, and approve project deliverables. The group is expected to have a widespread knowledge of the transportation system in the area and maintains key contacts with relevant stakeholders.

Candidate members include:

1. GF-EGF MPO
2. Grand Forks Traffic Engineer
3. Cities Area Transit (CAT)
4. NDDOT District Engineer
5. MnDOT District Engineer

Technical Stakeholder Committee

The role of this committee is to provide ATAC with technical information on existing and planned systems and provide input on the architecture update. Membership on this committee will consist of agencies which own, operate, or maintain existing systems or planned systems, and can potentially include:

1. GF-EGF MPO
2. Grand Forks and East Grand Forks
 - a. Engineering
 - b. Planning
 - c. Public works
 - d. IT
 - e. Transit
 - f. Emergency management (including PD, FD, EMS)
3. Grand Forks and Polk County
 - a. Engineering
 - b. Public works
 - c. Emergency management (including County Sheriff departments)
4. FHWA ND Division
5. NDDOT Grand Forks District
6. MnDOT District 2
7. North Dakota Highway Patrol (NDHP)
8. Minnesota State Patrol (MSP)

Tasks

1. Hold a project kickoff meeting (3/2019)
 - a. Present RA update process
 - b. Update key regional contacts
 - c. Update ITS stakeholders
2. Hold stakeholder small groups meetings (5-6/2019)
 - a. Outline steps for RA update
 - b. Identify roles and responsibilities
 - c. Explain data collection process
 - i. Inventory
 - ii. Planned systems/activities
 - d. Meet each stakeholder small group individually to gather update data
3. Update system inventory (7-8/2019)
 - a. Identify systems deployed since previous RA update
 - b. Identify systems planned for deployment
 - c. Summarize data and present to committee for corrections
 - i. Devices and systems
 - ii. Communication networks and systems
 - iii. Other support systems
4. Review regional needs and related functional requirements (9/2019)
 - a. Update ITS service packages
 - b. Incorporate appropriate service packages from the National ITS Reference Architecture (ARC-IT 8.2)
 - c. Identify potential new elements in the RA
5. Implement RA updates (10-11/2019)
 - a. Enter all pertinent information into Regional Architecture Development for Intelligent Transportation (RAD-IT), previously Turbo, software
 - b. Create RAD-IT website

- c. Create RA update report
- 6. Prepare RA update document (12/2019)
 - a. Submit draft material for review
 - b. Finalize document

Deliverables

- 1. Updated RAD-IT database
- 2. RA update report
- 3. RAD-IT website



**MPO Staff Report
 Technical Advisory Committee: February 13, 2019
 MPO Executive Board: February 20, 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 will be presented to the steering committee on Feb. 11th. The Steering Committee members are:

Name	Representing
Richard Durran	FHWA ND
Michael Johnson	NDDOT Local Government
Jesse Kadrmas	NDDOT District 2
David Kuharenko	GF Engineering
Jane Williams	GF Engineering
Brad Gengler	GF Planning
Dale Bergman	CAT
Ali Rood	CAT
Chris Arnold	Wilder School
Nels Christianson	BNSF
Richard Scott	BNSF
Matt Norby	Norby's
Wanda Graveline	Reindeer Properties
Paul Graveline	Reindeer Properties
Mike Jones	State Mill
Ross Weiler	Near North Neighborhood

Findings and Analysis:

- Update.

Support Materials:

- Summary Pages from report
- www.theforksmpo.org



Figure 33: Grand Forks Historic District

Section 4(f) Resources

Section 4(f) of the Department of Transportation Act (23 U.S.C. 138) prohibits federal transportation agencies from approving the use of significant public parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless no feasible and practicable avoidance alternative exists. If such an avoidance alternative is not available, only the alternative with the least harm, including all possible planning to minimize harm, can be approved.

Section 4(f) is likely applicable to Gateway Triangle Park, the grounds of Wilder Elementary, multi-use paths, and Grand Forks Riverside Neighborhood Historic District. In addition, sites determined to be on or *eligible* for listing on the NRHP that may be identified during project-specific surveys and coordination would be protected by Section 4(f).

Should projects along the corridor include FHWA involvement, the FHWA would need to determine which properties Section 4(f) applies to and can only approve the project alternative(s) that avoid Section 4(f) resources if any such alternatives

exist. If no feasible and prudent avoidance alternative exists, coordination with the official(s) with jurisdiction over the affected Section 4(f) resource(s) would be required to minimize and mitigate for impacts and identify the alternative(s) with least harm. Any Section 4(f) approval by the FHWA would require the appropriate coordination and documentation (e.g., Section 4(f) evaluation) efforts.

Section 6(f) Resources

Section 6(f) of the Land and Water Conservation Act requires that the conversion of lands or facilities acquired with Land and Water Conservation Funds (LWCF) be coordinated with the Department of Interior through the North Dakota Parks and Recreation Department (NDPRD). When such a conversion occurs, replacement in-kind is typically required.

According to the NDPRD's North Dakota LWCF Project and Grant Listing (1965-2015), several projects within Grand Forks have received a total of over \$1 million in LWCF funding. It is not anticipated that any of these facilities are within the assessment corridor as such, projects associated with this assessment are not anticipated to require Section 6(f) coordination.

SUMMARY OF EXISTING AND FUTURE CONDITIONS

The Existing and Future Conditions report identified the following safety and operations deficiencies. These will be used to assess potential alternatives for the study area. Findings for each intersection are listed below.

US 2/GATEWAY DRIVE AND 20TH STREET

- » Signal is unwarranted with current and projected traffic volumes. This can result in more crashes, and unnecessary mainline delays.
- » Queuing issues for the west approach develop by 2030 and continue to worsen by 2045.
- » There were 12 crashes in the past five years, half of which were rear end. The unwarranted signal control at the intersection may be among the contributing factors for the crashes.

US 2/GATEWAY DRIVE AND US 81/WASHINGTON STREET

- » Queuing issues exist under current conditions, these will continue to worsen through 2045. These queuing issues extend into upstream intersections causing operational issues at those intersections.
- » Queuing issues occur during train events.
- » The long queues and dense access spacing may be among the contributing factors for the more than 45 crashes in the last 5 years.

US 2/GATEWAY DRIVE AND MILL ROAD/5TH STREET

- » Queuing issues are present under existing conditions for the east approach.
- » During train events queuing issues exist for west and east approaches.
- » Queuing issues worsen as traffic increases
- » More than half of the 41 crashes that occurred over the last five years were rear end crashes.
- » The long queues and dense access spacing may be among the contributing factors for the intersection exceeding the critical crash rate.

US 2/GATEWAY DRIVE AND 4TH STREET

- » Currently operates deficiently, due to poor operations at the north approach and minimal gaps in traffic during peak hours.

US 2/GATEWAY DRIVE AND 3RD STREET

- » Currently experiences queuing issues on the east approach that continues to degrade into 2045.
- » Does not meet daily volume signal warrants currently or in the future and may impact safety in the corridor.

TRAIN EVENTS

- » Currently the overall delay for drivers is almost 90 hours a day. This accumulates to over 32,000 hours a year in delay for drivers of the corridor. This delay will continue to worsen due to increased traffic.

TRUCKS

- » The corridor carries between 1,250 and 1,500 trucks per day. These volumes can increase dramatically during times of harvest and can worsen queuing issues and operations.
- » The skewed intersections at US 81/Washington and Mill Road/5th Street make turning especially difficult for larger trucks.

PEDESTRIANS AND BICYCLES

- » The study area lacks pedestrian accommodations at most intersections
- » Multiple instances of objects in the middle of sidewalks
- » Only one controlled crossing of US 2/Gateway Drive, even at signalized intersections
- » The multi-use path that crosses US 81/Washington Street provides no protections for bikes and pedestrians crossing the road.

TRANSIT

- » The CAT Route 2 runs along US 2/Gateway Drive, with hourly service.
- » The designated stops include 5th Street and 10th Avenue and Hugo's on 20th Street, two blocks south of US 2/Gateway Drive.
- » CAT also stops at Home of Economy on US 81/Washington Street when scheduled in advance.
- » No train related delays because of Mill Spur have been reported by CAT.

ROW CONSTRAINTS

- » The corridor is highly developed along US 2/Gateway Drive, making additional ROW acquisition difficult.

ENVIRONMENTAL CONSTRAINTS

- » Noise Analysis is likely necessary
- » Section (4(f) is likely applicable to Gateway Triangle Park, Wilder Elementary, multi-use paths, and Grand Forks Riverside Neighborhood Historic District

Overcoming Barriers

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MPO Staff Report
MPO Technical Advisory Committee, February 13, 2019
MPO Executive Policy Board, February 20, 2019

RECOMMENDED ACTION	Progress Report -- For Information Only
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Matter of the update 2019 Grand Forks-East Grand Forks Bikeway System Map (*Existing Facilities*)

BACKGROUND:

Goal 3: Access & Mobility outlined in the adopted *2045 Bicycle and Pedestrian Element*, directs our MPO to “*improve bicyclist and pedestrian maps to facilitate user’s access, connections, mobility and regular enjoyment of the system.*” Striving to fulfill this objective, every year the Grand Forks-East Grand Forks MPO, supported by dedicated local community stakeholders and agencies, updates, produces and distributes a new version of the Bikeway Map.

ANALYSIS AND FINDINGS OF FACT:

The proposed *2019 Grand Forks-East Grand Forks Bikeway System Map* update makes every effort to integrate transit, safe routes to schools, historical neighborhoods and safety into bicycling activities.

The current update is supported by the following objectives of the adopted *2045 Bicycle and Pedestrian Element*:

- Goal 1: Economic Vitality
- Goal 3: Accessibility & Mobility
- Goal 4: Environmental/Energy/Quality of Life
- Goal 5: Integration & Connectivity
- Goal 10: Tourism

- **Opportunities for Involvement**

The MPO is inviting local agencies, stakeholders and community groups to actively make a sound contribution to the update of the proposed 2019 Bikeway Map. Please indicate whether there are any NEW changes, additions or removals to the existing bicycle facilities (*Multi-use path, bike route, bike lane or unpaved trail*) that need to be included in the present map.

In addition, please indicate whether you or your agency are Satisfied with the outreach information and activities illustrated in the back panels. Please provide any comments you may have.

- On road/Off-road Facilities
- Safety tips for bicyclist of all ages
- Red River State Recreational Area
- Bike on Bus Program
- Grand Forks Historic Preservation
- Bicycle and Pedestrian Safety
- Rail Safety Tips
- Public Participation

Every effort (space permit) will be made to assure all suggestions brought to our attention by stakeholders and user's group will be incorporated and reflected in the corresponding *2019 Grand Forks-East Grand Forks Bikeway System Map*.

The preparation of the *2019 Grand Forks-East Grand Forks Bikeway System Map* is on schedule. 9000 Maps will be printed for free distribution at schools, hotels, places of worship, special events and community agencies and venues.

An “*electronic*” version will be available to the public. Residents in the Greater Grand Forks Area will be able to access the web-based version that will be posted on the City of Grand Forks GIS Website. Release of the 2019 Bikeway Map is scheduled for March 23, 2019 at the Home Design & Garden Show 2019.

Please provide your input on or before **February 26, 2019** by responding on the following link:
<https://www.surveymonkey.com/r/NNR23S6>

SUPPORT MATERIALS:

- a) Proposed Cover & back panels (Draft)
- b) Proposed *2019 Grand Forks-East Grand Forks Bikeway System Map* (Draft)

2019 Bikeway Map

Grand Forks/East Grand Forks

Draft



East Grand Forks
MINNESOTA

Grand Forks
NORTH DAKOTA

Are there any addition, deletions or changes are needed on the bike network.

The Greenway Trail is a system of parks, wildlife refuges, and trails along the Red River and the Red Lake River, with over 20 miles of paved multi-purpose paths and two pedestrian bridges over the Red River that is 8 miles bridge to bridge.

Map Revised February 5, 2019

0 0.25 0.5 0.75 1 Miles



Information Points

- Bridge*/Overpass
- Tunnel
- Historic Site
- Greenway Access Point
- Information Center
- Medical Facility
- Parking
- Public Restroom
- Bike Repair Facility
- Pool
- Bus Stop Transfer
- Main Depot
- Red River State Recreation Area Campground
- Police Station
- Grand Forks County Office
- Fire Station

Other Map Elements

- Bike Facility Crosses a Railroad Crossing with Horn
- Bike Facility Crosses a Railroad Crossing without Horn
- Rail Road
- Road
- Greenway
- Water
- Park
- Historic Neighborhood
- School/College
- Downtown (No Biking on Sidewalks)
- City Limits

Bicycle Network

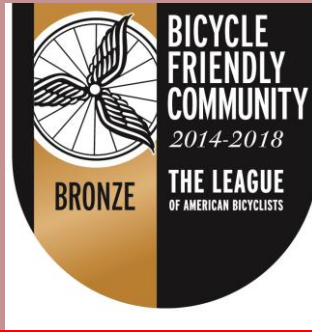
- Bike Lane: A dedicated bike lane on busier streets
- Bike Route: Signed bike route along local streets
- Multi-Use Path: Offstreet paved path
- Sharrow: Shared roadway with vehicle traffic; painted symbol
- Unpaved Trail: Trail that connects to current bikeway

Interest Points

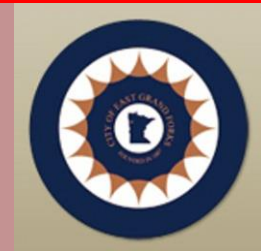
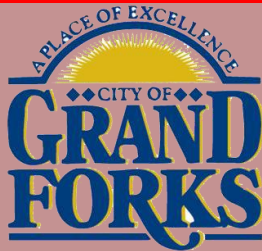
- 1 Alerus Center
- 2 Ralph Engelstad Arena
- 3 University of North Dakota
- 4 Myra Museum
- 5 Lincoln Golf Course
- 6 King's Walk Golf Course
- 7 Columbia Mall
- 8 Grand Cities Mall
- 9 Lincoln Disc Golf Course
- 10 Grand Forks Townsquare
- 11 Polk County Social Services Center
- 12 Northland Community College
- 13 Riverwalk Center & Cabela's Heritage/Railroad Museum
- 14 Valley Golf Course
- 15 Riverside Dam
- 16 VFW Arena
- 17 East Grand Forks Civic Center
- 18 Zavoral Memorial Frisbee Golf Course
- 19 Choice Health & Fitness
- 20 YMCA
- 21 Grand Forks Senior Center
- 22 Grand Forks Public Library
- 24 East Grand Forks Campbell Library

DISCLAIMER:
The bikeway system is shown as of March 2018. Please use caution and obey all posted signage and vehicle codes. Bike facilities throughout the system are subject to closure due to construction or other circumstances at any time. While every effort has been made to provide a

high quality, accurate, and usable map, the depicted bikeway information is advisory only. Map users assume all risks as to the quality and accuracy of the map information, and agree that their use is at their own risk. Please forward all comments & corrections for this map to the GF/EGF MPO.



2019 BIKEWAY MAP



© MPO Staff



© Safe Kids Pedestrian Safety



© MPO Staff



© Safe Kids Pedestrian Safety



© Grand Forks Herald



© MPO Staff



© Grand Forks Herald

In cooperation with:



GRAND FORKS-EAST GRAND FORKS MPO

Existing **On-road** Bicycle Facilities, 2018

Bike Lane



Located on major roads that provide direct, convenient, quick access to major land uses.

Bike Route



Designate a preferential bicycle routing and provide wayfinding guidance to cyclists.

Sharrow



Placed on space constrained roads with narrow travel lanes, or road segments upon which bike lanes are not selected due to space constraints or other limitations.

Existing **Off-road** Bicycle Facilities, 2018

Multi-use Path



Adjacent to roadways with no or very few intersections or driveways.

Unpaved Trail



Typically used by a diverse set of users representing different travel modes.

RED RIVER STATE RECREATION AREA



Sherlock park Campground
515 2nd street NW
East Grand forks, MN 56721
218-773-4950
www.dnr.state.mn.us/state_parks/red_river
mndnr.gov/reservations
1-866-857-2757



The recreation area provides valuable habitat for migrant, breeding and resident birds and wildlife. Included in area are the Greenway Trail Area, the Red River State Recreation Area and Sherlock Park Campground that features 113 campsites, including 98 electric sites that have full hookup (sewer and water). The recreation area also includes trails for walking and biking, areas for picnicking, and rivers for fishing and boating.

BIKE ON BUS PROGRAM -- CITIES AREA TRANSIT (CAT)



CERTIFICATION REQUIRED

Certification is offered at
the Metro Transit Center,
450 Kittson Ave in
downtown Grand Forks
from 8:00 am to 4:00 pm
Monday-Saturday.



All CAT buses are equipped with bicycle racks. You may transport your bike on the bus once you become certified. After completing a quick training session on how to properly load and unload your bike, you will receive a CAT Bike & Bus Certification Card.

GRAND FORKS HISTORIC PRESERVATION COMMISSION GRAND FORKS' NEAR SOUTHSIDE NEIGHBORHOOD



South Junior High



Grand Army of the Republic Statue
Triangle Park at 6th St. and Belmont Rd.



St. Michael Church

Grand Forks Historic Preservation Commission
255 N. 4th Street
701.772.8756

<http://www.gfpreservation.com/about/>

BICYCLE AND PEDESTRIAN SAFETY

Ten Smart Rules to Bicycle Safety

10 SMART RULES TO BIKE SAFETY

	1. Protect Your Head Wear a helmet.		6. Act like a Car Drivers are used to the patterns of other drivers. Don't weave in and out of traffic. The more predictably you ride, the safer you are. Check for traffic. Be aware of traffic around you.
	2. Stay Visible If drivers can see you, they are less likely to hit you. Use lights when biking at night or in low-light conditions.		7. Don't Get Distracted Don't listen to music or talk on the phone while riding.
	3. Look, Signal & Look Again Use hand signals to let drivers and other bicyclists know where you're going. Look and make eye contact. Don't assume drivers will stop.		8. Obey all Traffic Laws & Lights
	4. Stay Alert Keep a lookout for obstacles in your path.		9. Assure Bicycle Readiness Is your bicycle properly adjusted? Is your saddle in a comfortable position?
	5. Go with the Flow Bike in the direction of traffic.		10. Do a Quick Bicycle Test Check your brakes and your wheels. Make sure that "quick release" wheels are properly secured.

© City of Bowling Green, OH

Source: National Highway Traffic Safety Administration and the U.S. Consumer Product Safety Commission, 1998

RAIL SAFETY TIPS FOR PEDESTRIANS & CYCLISTS



Operation Lifesaver offers bicyclists six tips for safety near train tracks:



CROSSING TRACKS ON A BICYCLE REQUIRES CAUTION AND EXTRA ATTENTION!

Narrow wheels can get caught between the rails. If possible, walk - don't ride - across. Always cross at a 90-degree angle.



USE ONLY DESIGNATED RAILROAD CROSSINGS.

The only legal and safe place to cross railroad tracks is at a designated public crossing with a cross buck, flashing red lights or a gate. Crossing at any other location is trespassing and illegal.



TURN OFF MUSIC AND REMOVE EARPHONES AT ALL RAIL CROSSINGS.

Music can be a deadly distraction near the tracks - preventing you from hearing an approaching train.



WET TRAIN TRACKS CAN BE SLIPPERY.

Dismount and walk your bike across the tracks. Step over the tracks - not on them - to avoid slipping.



WATCH OUT FOR THE SECOND TRAIN.

Wait after the first train passes until you can see clearly in both directions.



IF YOU SEE A TRAIN COMING, WAIT!

Flashing lights or a lowering gate means a train is approaching. Do not proceed until the gates go completely up and the lights go off. It is illegal to go around lowered gates, whether on a bike, on foot or in a vehicle

Copyright 2018 Operation Lifesaver, Inc.

OPPORTUNITIES FOR PUBLIC PARTICIPATION

Bicycle, Pedestrian and Greenway Advisory Committee

Is a venue for public involvement available to local citizens who share an interest in pedestrian and bicycle issues; including the development and use of the Greenway and trails in the Greater Grand Forks community.

Residents from Grand Forks and East Grand Forks are invited to attend. Meetings are open to the public and held the second Wednesday of every month at 7PM in room A102 of GF City Hall, 255 North 4th Street.

Visit: <http://www.greenwayggf.com/gw--bicycle-advisory-group.html>

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MPO INTERN, 2019

Manna Khan

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Grand Forks, ND 58206
(701) 746-2660

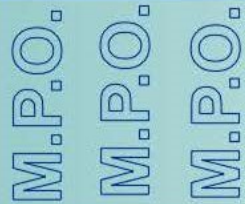
East Grand Forks, Minnesota:
600 DeMers Avenue
East Grand Forks, MN 56721
(218) 399-3260

<https://theforksmpo.com/contact-us/>

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota Department of Transportation, Minnesota Department of Transportation, the Federal Highway Administration and the Federal Transit Administration. Additional funding was provided through local contributions from the governments of Grand Forks, East Grand Forks, Grand Forks County and Polk County. The United State Government and the States of Minnesota and North Dakota assume no liability for the contents or use thereof.

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

MPO TAC: February 13, 2019

MPO Executive Board: February 20, 2019

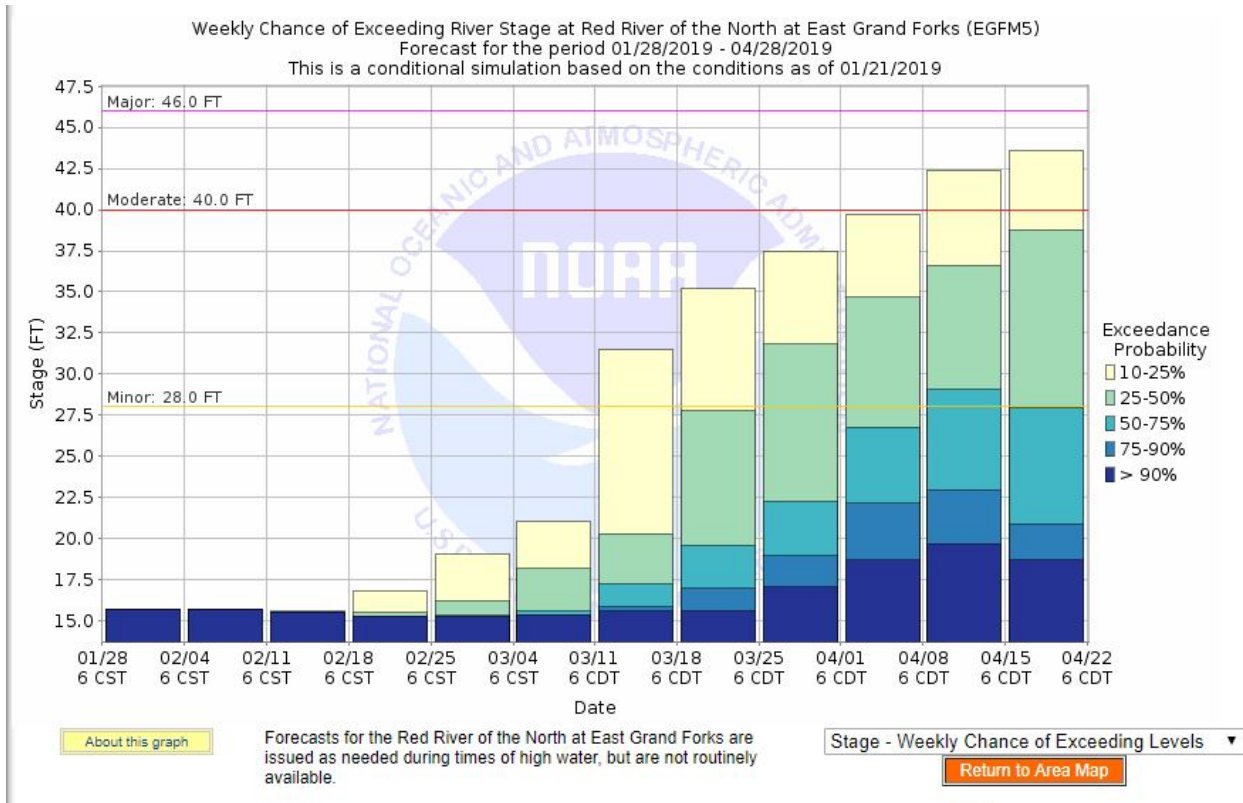
RECOMMENDED ACTION: Discuss Flood Forecast And Bridge Closure Traffic Management Plan

Matter of Discussion On Flood Forecast And Bridge Closure Traffic Management Plan.

Background: Since the flood event of 1997, a couple of floods caused two of the three bridges to be closed to traffic. Staff had to scramble a bit to determine appropriate procedures, communications, and detour routes and adjustments to traffic signal timings to accommodate the drastic change in traffic patterns. As part of the discussion afterward, consensus was reached that the MPO could conduct a study to discover a more managed way to approach traffic changes caused by bridge closings. ATAC was retained to complete the study. The study was adopted in 2007 and updated in 2009.

As part of the study, the MPO agreed to have, as an agenda item at TAC meetings, discussion on possible flood caused closures. The intent of this discussion is for the respective agencies to begin preparation, if necessary, to implement the Plan. A copy of the contact information is attached.

There is little chance for a significant flood for our area. Here are the forecasts as of January 28th. There are subject to change as weather changes.



Findings and Analysis:

- The MPO developed a Traffic Incident Bridge Closure Management Plan.
- A copy of the Plan was distributed to the respective agencies.
- The MPO agreed to have as an agenda item possible closures due to floods.

Support Materials:

- [Contact Page](#)

Bridge Closure Contact List

Contact information, including agency, position name, and telephone number is provided below. If changes are required in the future, the appropriate agency should provide the remaining agencies with the updated information, which should include the revision date.

Agency

Telephone Number

City of Grand Forks

City Engineer	(701) 746-2640
Traffic Engineer	(701) 787-3720
Public Works – Streets	(701) 738-8740
Public Works – 24-Hour Emergency Line	(701) 746-2595

North Dakota Department Of Transportation

Grand Forks District Engineer	(701) 787-6500
ND State Radio (Use After Normal Business Hours)	(800) 472-2121

City of East Grand Forks

City Emergency Manager	(218) 773-2403
City Engineer	(218) 773-1185
Public Works – Streets	(218) 773-1313
Police Department (Use After Normal Business Hours)	(218) 773-1104

Minnesota Department Of Transportation

Mn/DOT District 2 Engineer	(218) 755-6549
Mn/DOT District 2 Traffic Engineer	(218) 755-6574
Mn/DOT District 2 Maintenance Engineer	(218) 755-6519
Mn/DOT District 2 Bridge Engineer	(218) 277-7963
MN State Patrol, Thief River Falls	(218) 681-0943

BNSF Railway

Grand Forks Terminal Manager	(701) 795-1255
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TABLE OF CONTENTS- UPDATE JANUARY, 2019

TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION ACTIVITIES

CODE	AREA	TASK	%	COMPLETION DATE	
300.1	2045 Street & Highway Plan	Plan has been adopted and submitted to our State and Federal partners for their up to 30 day review.	99%	Dec, 2018	
300.1	Transit Development Plan	COMPLETED	100%	Oct, 2018	
300.1	Bicycle and Pedestrian Planning Element (Update)	Plan has been adopted and submitted to our State and Federal partners for their up to 30 day review.	100%	Jan, 2019	
300	Metropolitan Transportation Plan	Plan has been adopted and submitted to our State and Federal partners for their up to 30 day review.	100%	Jan, 2019	
300.2	CORRIDOR PLANNING	US 2/US 81 Skewed Intersection Study	MPO staff will be presenting an existing conditions report to the steering committee on Feb. 11th.	20%	Aug, 2020
		Grand Forks Downtown Parking Study	Waiting for the Downtown Action Plan to identify likely future developments so that the future demand for parking can be known. A meeting is scheduled for Tuesday February 19th starting at 1:00 pm	40%	1-May-20
		MN 220 N Corridor Study	Alternatives analysis is in progress. Meeting with SRC scheduled for February 19, 2019 to discuss this Alternatives Analysis and to work towards preferred intersection and corridor improvements. Tech Memo # 4: Alternatives Development	40%	31-May-19
		Update Arial Photo	COMPLETED	100%	Dec, 2018
		Traffic Count Program	Vision Camera Data Collection & Traffic Analysis Enhancements.	10%	ONGOING
		300.5	SPECIAL STUDIES EGF ADA Transition Plan	The MPO will be getting an updated final document this month.	95%
300.54	CAT/UND Shuttle Merger	Requested quotes are due Feb. 14. Selection committee will meet on Feb. 19. A contract will be presented to the Executive Policy Board on Feb. 20, 2019	NA	NA	
300.6	PLAN MONITORING, REVIEW AND EVALUATION				
300.7	GIS Development				