



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

TECHNICAL ADVISORY COMMITTEE MEETING

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

EAST GRAND FORKS CITY HALL TRAINING ROOM

MEMBERS

Kadrmaz/Lang _____
 Ellis _____
 Bail/Emery _____
 Gengler/Halford _____
 Riesinger/Audette _____

Laesch/Konickson _____
 Johnson/Hanson _____
 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 FEBRUARY 13TH, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF 2019 BIKE MAP UPDATE VIAFARA
6. MATTER OF PROPOSED CAT ROUTE CHANGES KOUBA
7. MATTER OF MN 220 NORTH STUDY UPDATE..... VIAFARA
8. MATTER OF GF DOWNTOWN PARKING STUDY UPDATE..... HAUGEN
9. MATTER OF PROGRESS ON 2020-2023 T.I.P..... HAUGEN
10. OTHER BUSINESS
 - a. 2019 Annual Work Program Project Update
 - b. Acceptance Of 2045 MTP
 - c. Draft ND Moves Plan Out For Review
 - d. CAT/UND Merger Study Contract With SRF
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, February 13th, 2019
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen Chairman, called the February 13th, 2019, meeting of the MPO Technical Advisory Committee to order at 1:44 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: Jane Williams, Grand Forks Engineering; Stephanie Halford, Grand Forks Planning; Jesse Kadrmas, NDDOT-Local District; Nancy Ellis, East Grand Forks Planning; Steve Emery, East Grand Forks Consulting - Engineer; Darren Laesch, MnDOT-District 2; Michael Johnson, NDDOT-Local Government (Via Phone).

Absent: Paul Konickson, Brad Bail, Ryan Reisinger, Richard Audette, David Kuharenko, Dustin Lang, Ryan Brooks, Brad Gengler, Lane Magnuson, Ali Rood, Dale Bergman, Stacey Hanson, Mike Yavarow, Lars Christianson, and Rich Sanders.

Staff present: Earl Haugen, GF/EGF MPO Executive Director; Teri Kouba, GF/EGF MPO Senior Planner; Jairo Viafara, 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 JANUARY 9TH, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY ELLIS, SECONDED BY HALFORD, TO APPROVE THE JANUARY 9TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF ANNUAL SAFETY PERFORMANCE TARGETS

Viafara gave a brief introduction, explaining that MPOs are required by the Federal Highway Administration to adopt these performance measures and the targets in the areas of safety, transit, asset management, system performance, bridge conditions and pavement conditions. He stated that in our case every year the NDDOT, MnDOT and the MPO establish the performance targets for safety, and they are based on the examination of the following factors:

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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

Viafara referred to the staff report and went over the proposed safety targets briefly, explaining how they arrived at the target shown.

Halford asked, with the whole campaign for “Towards Zero Deaths”, aren’t we kind of obligated to have our goal be zero and not two or fewer. Haugen responded that that is actually a long term target, and this is an annual target, and as you can see the State of North Dakota and the State of Minnesota are not targeting zero because it is an annual target, but their long term vision is zero, and that is our long term vision as well.

Haugen commented that another thing that Mr. Viafara focused on was 2016 and 2017 data. He explained that if you will recall, last year when we did the annual targets for safety, MnDOT did not have 2016 data available to us so we had to use 2015 data which was the year that North Dakota and Minnesota last synced together; now we have 2016 and 2017 for both States so we are up-to-date now with our targets, so these numbers reflect those two years of additional five-year rolling numbers.

Viafara added that depending also they carefully based on the analyses because the analysis of five years rolling average, that would be the possibility mathematically speaking of having some numbers of fatal episodes, but then when they are averaged in the five-year rolling period, because of the way how the average is taken, may be reduced; so are we spending to zero, that is the idea. He referred to the staff report and pointed out that it shows the numbers supporting the results from the five-year rolling averages and also the rates, and stated that these are the numbers that you need to review in case you have any concern concerning the table.

Haugen commented that the last thing he would like to note is that for the first time both States have introduced a decimal point with a number behind it. He said that last year when we discussed this we did not do that because we felt we can’t have half a person, so we rolled it up, and so that is what we did with the four or fewer, we kept whole numbers; but it is up to you if you want to go with the decimal point number, but as it is this is what staff is recommending the MPO adopts as its 2019 Safety Targets.

Williams referred to page four of the staff report and asked what the letter “A” stands for in the tables. Viafara responded that it stands for serious injuries.

Kadrmass commented that all of the safety factors show or fewer or lower so should the #2 safety factor show that as well. Haugen responded that it certainly could.

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MOVED BY KADRMAS, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY ADOPT THE ANNUAL SAFETY IMPROVEMENT FACTORS SUBJECT TO THE AMENDMENT OF ADDING THE TERM “LOWER” BEHIND THE RATE OF FATALITIES FACTOR #2.

Laesch asked how they came up with the goal rate, is it a 10% increase, or is this a rate that is recommended. Haugen responded that it is a calculation based on our vehicle miles traveled, so just as the fatalities per 100 million vehicle miles traveled, it is a calculation of that rate; so we've had so many fatalities in different years so the rate is a little bit different, but we have combined them all to the most recent five-year rolling average, that is the calculation that we've come up with. Laesch asked if our goal is the five-year average rate. Haugen responded that our goal is a reflection of the five-year rolling average, that is the federal requirement. Williams commented, then, that we are going to have a problem in 2018 because we had several fatalities last year. Haugen agreed that there will be a movement. He said that that is the only way he can answer Mr. Laesch's question, that it is a calculation straight out of the federal definition of what this rate of fatalities is. Laesch asked if that is what the .673 is and then the .59 is what we've come up with. Haugen responded that that isn't correct. He explained that that was last year's and this is an annual target so last year's five-year rolling was a little higher than this year's five-year rolling, so every year it is going to be a different calculation based on the last five years of data.

Laesch stated that we aren't really setting a goal for lowering, we are setting a goal to maintain what happened in the past. Haugen responded that our ultimate goal is towards zero deaths, so our rate would be zero, but our target for the annual target is less than it was last year so our goal is to continue that trend toward zero.

Laesch asked what happens if we don't meet any of these. Haugen responded that for the MPO there isn't a penalty clause, but at the State level there are penalties imposed. Halford asked what those penalties are and if they would trickle back toward us at all. Haugen responded that the penalty if the State does not meet; four out of five have to be met and then there is also another part of the matrix that is not just an annual target for what the baseline data is, so you have a lot of opportunity to meet the targets, but to answer the question on what the penalty is, it is that you have to spend all of your obligation for your Safety Program. He explained that States have the flexibility to spend 100% of their obligation in surface transportation, which means that they may only spend up to 80% of their safety dollars to meet their overall cap of 90%, so they would just have to spend 100% of their safety and use all of their other flexibility in the other programs, safety just gets eliminated as being a flexible program to spend money out of if they don't meet the targets.

Williams asked if they use any of our target goals in their calculations. Haugen responded that they don't. He added that their data is the statewide data, and our data is just our study area data. Williams stated that she is still kind of stuck on the two or fewer on the fatalities because she knows they aren't going to meet that so she would like to just keep it as it is with three or fewer. She explained that the problem is that mathematically that is a third, so if we keep it at three for

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three or four years and then reduce it than mathematically that works out better than a third all at once.

MOVED BY WILLIAMS, SECONDED BY ELLIS, TO AMEND THE MOTION TO KEEP THE FATALITIES TARGET AT THREE OR FEWER.

Voting Aye: Kadrmas, Halford, Ellis, Emery, Williams, Laesch, and Johnson.

Voting Nay: None.

Absent: Bergman, Lang, Brooks, Gengler, Hanson, Kuharenko, Yavarow, Rood, Magnuson, Sanders, Bail, Riesinger, Audette, Konickson, West, and Christianson.

ORIGINAL MOTION, AS AMENDED: MOVED BY KADRMAS, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY ADOPT THE ANNUAL SAFETY IMPROVEMENT FACTORS SUBJECT TO AN AMENDMENT TO ADD THE TERM “LOWER” BEHIND THE RATE OF FATALITIES FACTOR #2 AND TO KEEP THE FATALITIES TARGET AT THREE OR FEWER.

Voting Aye: Kadrmas, Halford, Ellis, Emery, Williams, Laesch, and Johnson.

Voting Nay: None.

Absent: Bergman, Lang, Brooks, Gengler, Hanson, Kuharenko, Yavarow, Rood, Magnuson, Sanders, Bail, Riesinger, Audette, Konickson, West, and Christianson.

MATTER OF DRAFT ITS REGIONAL ARCHITECTURE UPDATE

Viafara reported that staff is seeking approval to engage A.T.A.C. in advancing the ITS Regional Architecture for the Year 2019.

Viafara explained that this is a program that has been updated every five years, and the last time it was updated was in the Year 2014 and the whole idea is to develop the ITS Regional System to assist in the implementation of the number of initiatives and strategies that are included in the 2045 Metropolitan Transportation Plan.

Viafara stated that it is important to note that Emergency Management activities constitute a vital component of the ITS Architecture.

Viafara commented that in our case we have two boundaries; Minnesota and North Dakota, and each one of these States has its corresponding ITS Architecture, so the idea is to try to integrate our region within those two systems.

Viafara stated that the following are the objectives of the update:

1. Address changes in regional needs

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2. Address changes in stakeholders
3. Address changes in the scope of services considered, deployment of ITS projects in the region, and
4. Address changes in the National ITS Architecture.

Viafara commented that because it is important to have the stakeholders participation, a number of agencies are listed here as potentially being the sources of the stakeholders. He said that they are there because in many cases part of the regional architecture will address some of the needs, objectives, or initiatives that are also included in corresponding plans and in the Metropolitan Transportation Plan.

Halford said she had a question on this. She said that on the list of stakeholders in the staff report compared to the Advisory Group listed in the scope of work is a lot shorter. She asked if some of those stakeholders should be more of an advisory group, or what is the difference between the two and/or their roles. Haugen responded that the Advisory Group is monitoring more of the progress of the work and the Stakeholders are all the people that would be engaged at some point in time. He added that they won't engage all of the stakeholders all the time, however they would like to have more of an executive group to help guide the process.

Viafara stated that the scope of work documents were also included and staff is requesting consideration of approval of this activity.

Laesch asked for a definition of what ITS Architecture means. Haugen responded that because there are so many different components that it affects differently, the essence of it is that back twenty some years ago when this was emerging technologies were perhaps not interconnected or interoperable so the process behind ITS Regional Architecture is to have a more arching architecture so that East Grand Forks and Grand Forks communication could be more interoperable. He added that as things have evolved it has shifted away from some things and software has enabled ease of the interoperable so it has expanded into other things as they have emerged. He said that with this update one of the major things that we will be looking at is the CAV component, automated vehicles and automated equipment component that right now is an emerging architecture so this update will take the National Architecture, which is a real high level, and State Architecture, which brings it down a couple of levels, and then to our Regional Architecture level where we will identify some more detailed components that we might be implementing and how that interplays and how things are interoperable.

Williams asked if either of the States have theirs done yet. Haugen responded that the State of Minnesota just adopted their Statewide ITS Architecture; the NDDOT, because of staffing issues, is in the midst of updating their ITS Architecture. Johnson agreed that to his knowledge it is not complete. Williams said, then, that at this point, and that may be discussion for the project advisory group, but it may be premature for us to identify stuff because we don't want to create a conflict with what the States are, because her understanding is that A.T.A.C. is doing the State one, and we are kind of carving our part out of that, so would that be discussion for the Project Advisory Committee or is that something in the tasks here. Haugen responded that it is a Catch-22 because the State has drafts available, and the same person that is doing the State's will

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be doing ours. He said that it is more of a staffing level at the NDDOT is where the delays are occurring, so perhaps now that the MPOs are rolling up their Regional Architecture Updates the State will have to spend a little time and resource to get theirs up-to-date. Williams asked if they even have a CAV in here anywhere, as far as a deliverable or a task. Haugen responded that it isn't specifically listed but it is part of the update; the software package.

Williams stated that she thinks she can solve this by just saying that wherever that is included, if we just put the term "if applicable", as she doesn't want us to back ourselves into a corner, and then try to pre-empt the State, because she is sure there will be more discussion on this as far as that goes, and she doesn't want to create a problem. She added that we may not have that component right now, it may be that in two years we come back and amend our plan, or when it is done again in five years. Haugen stated that there will be a component to it, how expansive that component is is the question.

Laesch asked if we could change the Advisory Group to be the MnDOT District Traffic Engineer instead of the District Engineer. Haugen responded that that would not be a problem.

Williams asked if she is correct that you said that the Project Advisory Group would be reviewing every task and will have oversight on each one of those tasks. Haugen responded that they will be meeting as needed to guide us through this process so he isn't sure that "every" task is the appropriate wording, but at key points in the decision making yes. Williams said that she thinks she would like to see that included though, and then in some cases it might just be okay, and it could just be done by e-mail, but she would like to make sure that everybody is aware of what is going on with every task. Halford suggested that maybe for each of the task have the Project Advisory Group review and/or approve. Williams agreed.

Williams asked when this was going to be done. Haugen responded it is scheduled to be completed by December. Williams said, then, that you could almost bring these tasks to the Technical Advisory Committee meetings and to the Executive Policy Board Meetings as we go along for their review and input. Haugen agreed, adding that there are deliverables at different points. Williams said, though, that you might have two tasks together in one month, so she would like to include that also.

MOVED BY WILLIAMS, SECONDED BY LAESCH, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE AUTHORIZING THE MPO CHAIRMAN AND EXECUTIVE DIRECTOR EXECUTE AN AGREEMENT WITH A.T.A.C. TO PERFORM AN UPDATE TO THE MPO REGIONAL ITS ARCHITECTURE PLAN SUBJECT TO REVIEW OF ALL TASKS BY THE PROJECT ADVISORY GROUP, THE TECHNICAL ADVISORY COMMITTEE AND THE MPO EXECUTIVE POLICY BOARD; AND THAT THE CAV COMPONENT BE COORDINATED WITH THE NDDOT ITS ARCHITECTURE PLAN.

***Voting Aye: Kadrmaz, Halford, Ellis, Emery, Williams, Laesch, and Johnson.
Voting Nay: None.***

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Absent: Bergman, Lang, Brooks, Gengler, Hanson, Kuharenko, Yavarow, Rood, Magnuson, Sanders, Bail, Riesinger, Audette, Konickson, West, and Christianson.

MATTER OF US2/US81 INTERSECTION STUDY UPDATE

Kouba reported that the Steering Committee for this project met on Monday. She stated that one of the tasks is to evaluate the existing conditions and throw out some of the future conditions based on our traffic demand model and KLJ has put together a detailed report on the future conditions. She said that she did include a summary of that report in the packet and the full document is available on the MPO website.

Kouba commented that they did provide quite a bit of detail of what kind of traffic is happening, what happens when the trains go through, what happens during peak period traffic, etc. She stated that there are possibilities for crashes, especially when traffic controls aren't necessarily warranted so they evaluated each intersection. She added that they also looked at truck traffic and did get some great input from the Dakota Mill, who is part of the Steering Committee, as well as from the School and other businesses along the corridor.

Kouba stated that they did find some bike and ped issues, mostly with the low availability of land for right-of-way which makes it difficult for people to go through there so they will be looking into those issues.

Kouba reported that the main issue for transit is getting across the train tracks to be able to maintain their route schedules.

Kouba said that the Steering Committee went through an exercise to help them get into a brainstorming mindset to discuss what kinds of things people feel would help improve the intersection, what are their interest is in the intersection, particularly since they invited some of the property owners along those corridors.

Kouba commented that there is a webpage for this on the MPO website and she will be adding additional information from the Steering Committee meeting on it.

Kadrmars referred to the list of Steering Committee members and said that he does not represent NDDOT District #2; and asked that it be changed to either District #6 or Grand Forks District.

MATTER OF DRAFT 2019 BIKE MAP

Viafara said that you may have received a report that is basically telling you three things:

1. The MPO is embarking into updating the 2019 Bikeway Map
2. The map, as you can see it, has been drafted to include these objectives – Economic Vitality, Accessibility and Mobility, Environmental/Energy/Quality of Life, Integration and Connectivity, and Tourism.

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3. Posting recreation as a way of enjoyment.

Viafara stated that what staff is asking now is for you to please provide any comments you may have from your department or agency point of view telling your opinion to help with the betterment of improvements of the cover and map.

Viafara commented that if you look carefully at the back of the map there are some panels, and those panels bring some level of information so a survey that we are expected to close on February the 26th, and the link has been given to you, it is available so that you can bring your comments to our attention by answering that survey, telling us how much you like that information or if you want the information to be reviewed or revamped you can tell us exactly what you want. He added that from the point of view of the Cities of East Grand Forks and Grand Forks, if you happen to notice a segment that is missing or that needs to be added into that map please have a careful review and let us know so then the map is fully updated.

Viafara stated that he is expecting to close the survey on February the 26th because the complete map is expected to be launched on March the 22nd or 23rd at the Home Improvement Show in Grand Forks. He commented that we are currently on track to meet that deadline.

Kadrmas referred to the map and asked to zoom in on the Kennedy Bridge area. He stated that the trail there should loop back and connect with the greenway towards the river.

Williams said that in addition to some comments that you should have received from Mr. Kuharenko; along 47th Avenue South they completed a segment on the southside of 47th between 20th and Columbia last year. She added that, just an FYI, on 62nd Avenue South they are currently in the planning and design stage to extend the existing multi-use path on the northside of 62nd from its current terminus over to Washington and then north on Washington to connect to the other existing path. She said that it isn't there now but it will be put in this summer. Ellis commented that since it isn't done now it probably shouldn't be put on the map yet. She added that they are going to be putting up some signage for some bike routes so next year they will let the MPO know where they are, but not for this map.

Williams stated that there is one other correction up on North 3rd Street, just south of Gateway, where it is shown as jogging, it just goes along 3rd now, that jogged section is gone now. She added that the other piece just to the north that is shown as going through, they never had an easement for that so that was not ever a consideration, so it is just a straight line along 3rd. Haugen asked what color it should be on the map. Williams responded that it should be red.

Halford commented that during the Bike and Ped update there was discussion about doing an app for larger maps than what were done in the past, and maybe updating the map every two or three years, is that still part of the discussion or not this time around. Viafara responded that there is one electronic version of the bike map posted on the Grand Forks website. Halford said that she knows about that but there had been discussion about having an app or larger existing maps, paper maps, making them bigger than what we have now and then maybe updating the bike map every two or three years instead of every year; those are just a few things that were talked about

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during the update and she is just wondering if that was still being considered. Viafara responded that there were some financial implications so Mr. Haugen would probably be the one to explain. Haugen commented that a year ago discussion was held on this issue and the decision was to continue with an annual update and a similar size map as we currently have. He said that since then, with the help of Grand Forks, we added an interactive web application of it, but these can be blown up and printed to whatever size is desired. Viafara added that they were printed for the greenway kiosks. Halford agreed but said that she is referring to discussion that they may enlarge the folded maps and having fewer maps because they would cost more, and she was just wondering if that was something that was still being considered or if this year you are just doing the existing size maps. Haugen responded that they are doing the same size because that is what they understood the decision was a year ago.

Halford reported that the City of Grand Forks' logo is changing. She said that this was just announced at today's State of the City. She added that in addition, the definitions and pictures that were used as examples of bike lanes, bike routes, and sharrows; she is curious where you got those definitions. She stated that some of those examples, such as you used 42nd for a bike route example, that probably isn't the best example. Viafara responded that that was what was used in the past. Halford said that the definitions; one that really stood out was the definition of sharrow in that she thought that it was kind of an odd definition, so she is curious where they got these definitions. Viafara responded that when you review them please make sure that you send us your comments and changes. Williams suggested that she thinks if you just use what FHWA has, and MUTCD, it specifically has five things in there that a sharrow does; Chapter 9c-9.

Haugen said to please feel free to provide more comments as you review the map, and added that staff is asking that you provide them by the end of February so that we can get the map to the printer and get them distributed by the end of March.

MATTER OF 2019 FLOOD BRIDGE MANAGEMENT PLAN

Haugen reported that every year about this time we discuss the possibility of flood events. He said that when this staff report was produced we didn't have quite as much snow as we currently have, however they are still forecasting little risk for a flood, so this graphic has not changed much.

Haugen stated that in any event the main point of this agenda item is to review the contact list and phone numbers and let us know if any corrections are required to ensure that if there is a flood fight we have one sheet that people can go to to know who to call, so please review the accuracy of the list and let us know as soon as possible if anything needs to be changed.

Williams commented that she knows she brought this up last year, and is going to bring it up again on this one; in the background part of the staff report the information included is getting close to 20-years old and she thinks it should be reworked and updated in some way or another. She added that the study that A.T.A.C. did is obsolete at this point because so many changes and improvements have been made and our signal system isn't even close to being the same as it was before, so maybe this can be reworked for next year.

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OTHER BUSINESS

a. 2019 Annual Work Program Project Update

Haugen reported that the monthly progress report is included for your review.

Halford stated that she has a couple of questions on this report. She asked if these are all the projects for the year or are there some that aren't listed. Haugen responded that there are some that aren't listed because we haven't started working on them yet. Halford asked if that is something that we can get listed, upcoming ones, because it kind of goes into more of the overall question she has on this in that there is a column for completion date, and in the past those dates have changed as projects have been pushed back, so she is wondering if there could maybe be another column where the original completion date is listed in addition to the new completion date and then when it does change it comes back to the Technical Advisory Committee as an update that it has either been pushed back or it is going to take a little bit longer than planned so everyone is aware of it. She asked if this needs to be a motion or if it can just be a request. Haugen responded that a request is sufficient.

Haugen said that if he understands this correctly you want all of the things that are in the work program identified whether or not there is any progress on them. Halford responded that this is correct. Williams added that maybe in the task description you could give everyone an idea of when a project is proposed to begin, like a July kickoff or something, as it helps them to be able to plan their time a little bit better.

b. Possible CAT Route Change

Haugen reported that CAT has some possible route changes and a link to that report was given. He asked if there were any meetings scheduled for this yet. Kouba responded that no meetings have been scheduled as of yet as they are still working on what kind of changes they are looking at doing in-house before they bring it forward for public input. Ellis added that they are looking at possibly some time in March to schedule some meetings.

Discussion on ridership numbers; and route changes, issues and concerns ensued.

Williams said that she heard that there was an app for tracking a bus. Kouba stated that the Route Match is off-line and they have launched a new app and it is available through Google Play and Apple Store, but it is fairly recent that the new app has been released. Williams asked what the name is. Kouba responded that it is called CAT Prowler.

Ellis commented that there is no reason why it should take an hour and a half for someone to get from their home to City Hall so they should contact their Mobility Manager and she can determine a more direct route.

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Viafara asked how many people can dial a ride; is there a limit a day or a month or something. Kouba responded that dial-a-ride is more paratransit or senior rider so it has its limitation of whether a person can use it or not and then senior rider has an age requirement before it can be used. Ellis added that there is no limit as to how many rides you can have a day. Viafara asked if the number of people that can use it is limited. Ellis responded that it really is somewhat defined by the number of vehicles available, the number of drivers available, and what trips are called in because if a trip is called from the north end of Grand Forks and they want to go to Altru Clinic they are obviously going to try to pick up some people along the way but they are very limited on how many people can fit into a van. Kouba added that she thinks where the limitation comes in is who can use the paratransit service, not just anyone can use it or senior rider. Ellis said, though, that as far as rides per day if we notice an uptick in more people qualifying and wanting to use it more, there might be some limitations on availability.

Viafara stated that he was asking if this might be something that Ms. Williams, or others in the same situation of having an hour and a half trip, might want to consider using. Ellis responded that they would have to qualify and then it is \$3.00 per ride so it would cost her \$3.00 to get downtown and then \$3.00 and to get home and she doesn't think most people would want to do that every day when they can get bus ticket for much less.

c. Mn220 North Meeting – February 19th, 2019

Haugen reported that February 19th in the afternoon is the next Steering Committee meeting for the Mn220 North Study.

ADJOURNMENT

MOVED BY ELLIS, SECONDED BY HALFORD, TO ADJOURN THE FEBRUARY 13TH, 2019, 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.”

Technical Advisory Committee, March 13, 2019 1:30 pm
Executive Policy Committee, March 20, 2019 12:00 Noon

RECOMMENDED ACTION	Progress Report -- For Information Only
---------------------------	---

Matter of the design, printing and distribution of the 2019 Grand Forks-East Grand Forks Bikeway Map (*Existing Facilities*)

BACKGROUND:

The design, printing and distribution of the 2019 Grand Forks-East Grand Forks Bikeway Map is one of objectives of the Adopted 2045 Bicycle and Pedestrian Element. The 2019 Bikeway Map provides connections that meet pedestrian’s and bicyclist’s expectations (continuity, directness, convenience and linkages with other routes).

The design, printing and distribution of the 2019 Grand Forks-East Grand Forks Bikeway Map is supported by a number of goals, objectives and standards supporting the 2045 Bicycle and Pedestrian Element. These include:

Goal 1: Economic Vitality

Standard 1.1.2: Promote the bicycle and pedestrian system to attract and retain quality residents and commerce

Standard 1.1.4: Promote the existing Greenway Trail System and the Red River State Recreation Area as facilities complementing the bicycle and pedestrian system as an exceptional feature of the Cities of Grand Forks and East Grand Forks; and as a way to attract and retain quality residents and commerce

Goal 3: Access & Mobility

Standard 3.1.4: Improve bike and pedestrian maps to facilitate user’s access, connections, and mobility; thus furthering the regular enjoyment of the existing facilities.

The design, printing and distribution of the 2019 Grand Forks-East Grand Forks Bikeway Map is a Multi-partnership effort supported by dedicated local community stakeholders and agencies.

ANALYSIS AND FINDINGS OF FACT:

In addition to the 2019 Bikeway Map, the brochure contains the following panels:

- 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

The front panel showcases safety and training activities promoted by community agencies. It also illustrates facilities such as repair stations and bike routes. The 2019 Bikeway Map celebrates the contributions to the promotion of bicycling activities by longtime community members.

The 2019 Grand Forks-East Grand Forks Bikeway System Map is schedule for release on March 23, 2019 at the Grand Forks Show Home.

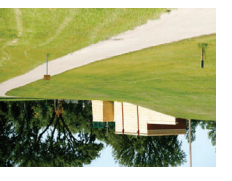
SUPPORT MATERIALS:

- a) *2019 Grand Forks-East Grand Forks Bikeway System Map*

GF Police
 Non-Emergency Number 701-787-8000
 Non-Emergency Number 218-773-1103
 EGF Police



Unpaved Trail
 An unpaved trail may be provided as a pedestrian alternative to a vehicle routes within a transportation system.



Multi-Use Path
 A facility separated from motorized vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.

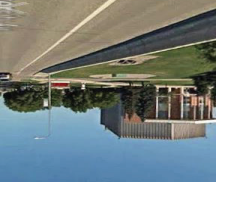
Off-Road Facilities



Narrow
 is a roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.



Bike Route
 is a roadway or bikeway designated by the jurisdiction having authority, either with a unique route designation or with Bike Route signs.



Bike Lane
 Bicycle lanes are one-way facilities. They typically carry bicycle traffic in the same direction as adjacent motor vehicle traffic. Bike lanes enable bicyclist to ride at their preferred speed.

On-Road Facilities

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 locally controlled, for people and goods."



Bike Map

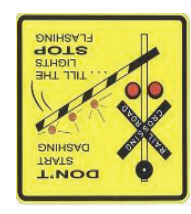


Metropolitan Planning Organization

theforksmpo.com

In Cooperation With:
 U.S. Department of Transportation Federal Highway Administration
 FTA
 NDDOT North Dakota Department of Transportation
 DEPARTMENT OF TRANSPORTATION
 THE GREENWAY GRAND FORKS/EAST GRAND FORKS
 SAFE KIDS GRAND FORKS
 EAST GRAND FORKS PARKS & RECREATION
 POLICE GRAND FORKS
 gf parks GRAND FORKS PARK DISTRICT

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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 a lowered gate.



Watch out for a second train.
 Wait after the first train passes until you can see clearly in both directions.



Wet tracks can be slippery.
 Walk your bike across the tracks. Step over the tracks not on them to avoid slipping.



Turn off music & remove earphones at all rail crossings.
 Music can be a deadly distraction near the tracks - preventing you from hearing an approaching train.



Use designated railroad crossings.
 The only legal and safe place to cross railroad tracks is at a designated public crossing.



Crossing tracks requires caution and extra attention.
 Narrow wheels can get caught between the rails. Walk - don't ride - across.

Operation Lifesaver offers bicyclists 6 tips for safety near train tracks

Rail Safety Tips

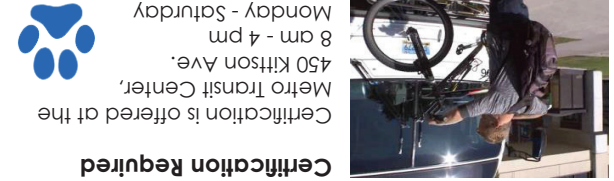
Grand Forks Historic Preservation
 255 N. 4th St.
 701-772-8756
 www.gfpreservation.com



Grand Forks Historic Districts
 Near Northside
 Downtown
 Near Southside Neighborhood

GF Historic Preservation

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.



Bike On Bus Program

Certification Required
 Certification is offered at the Metro Transit Center, 450 Kittson Ave. 8 am - 4 pm Monday - Saturday

Sherlock Park Campground
 515 2nd St. NW
 East Grand Forks, MN 56721
 218-773-4950
 mndnr.gov/reservations
 1-866-857-2757

Red River State Rec. Area

Bicycle & Pedestrian Safety

10 Smart Rules To Bike Safety

- Protect Your Head**
Wear a helmet.
- Act Like A Car**
Drivers are used to the patterns of other drivers. Don't weave in & out of traffic. The more predictably you ride, the safer you are.
- 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
- Don't Get Distracted**
Don't listen to music or talk on the phone while riding
- Look, Signal & Look Again**
Use hand signals to let drivers & other bicyclists know where you're going. Look & make eye contact. Don't assume drivers will stop.
- Obey All Traffic Laws & Lights**
- Stay Alert**
Keep a lookout for obstacles in your path
- Assure Bicycle Readiness**
Is your bicycle properly adjusted? Is your saddle in a comfortable position?
- Go With The Flow**
Bike in the direction of traffic
- Do A Quick Bicycle Test**
Check your brakes & your wheels. Make sure that "quick release" wheels are properly secured

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

Public Participation

Bicycle, Pedestrian & Greenway Advisory Committee
 Grand Forks and East Grand Forks residents are invited to attend. These 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.

These meetings are 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.

Visit: www.bikingtheforks.com

MPO Staff

- Executive Director **Earl Haugen**
(218) 399-3370 or (701) 746-2660
earl.haugen@theforksmpo.org
- Office Manager **Peggy McNelis**
(218) 399-3371 or (701) 746-2660
peggy.mcnelis@theforksmpo.org
- Senior Planner **Jairo Viafara, AICP**
(218) 399-3372 or (701) 746-2656
jairo.viafara@theforksmpo.org
- Senior Planner **Teri Kouba**
(218) 399-3372 or (701) 746-2656
teri.kouba@theforksmpo.org

MPO Interns 2019
 Manna Khan

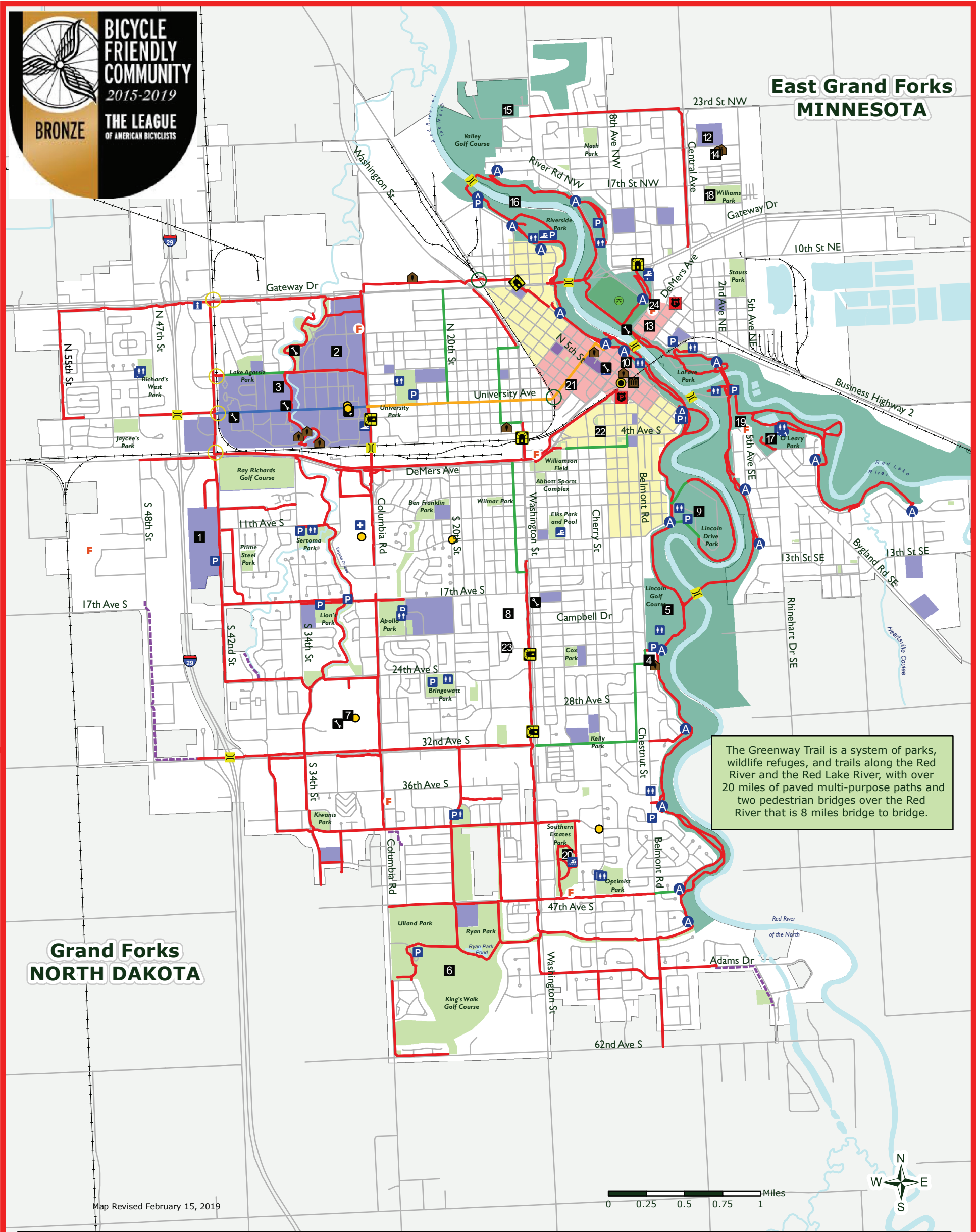
Contact Us

Grand Forks, North Dakota: 255 N 4th Street Grand Forks, ND 58206 (701) 746-2660
 East Grand Forks, Minnesota: 600 DeMers Avenue East Grand Forks, MN 56721 (218) 399-3260

theforksmpo.com/contact-us/

2019 Bikeway Map

Grand Forks/East Grand Forks



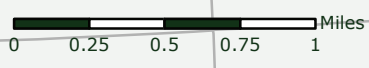
The Greenway Trail is a system of parks, wildlife refuges, and trails along the Red River and the Red Lake River, with over 20 miles of paved multi-purpose paths and two pedestrian bridges over the Red River that is 8 miles bridge to bridge.



Grand Forks
NORTH DAKOTA

East Grand Forks
MINNESOTA

Map Revised February 15, 2019



Information Points		Bicycle Network		Interest Points	
	Bridge*/Overpass		Bike Lane: A dedicated bike lane on busier streets	1	Alerus Center
	Tunnel		Bike Route: Signed bike route along local streets	2	Ralph Engelstad Arena
	Historic Site		Multi-Use Path: Offstreet paved path	3	University of North Dakota
	Greenway Access Point		Sharrows: Shared roadway with vehicle traffic; painted symbol	4	Myra Museum
	Information Center		Unpaved Trail: Trail that connects to current bikeway	5	Lincoln Golf Course
	Medical Facility			6	King's Walk Golf Course
	Parking			7	Columbia Mall
	Public Restroom			8	Grand Cities Mall
* Note that the Point Bridge, over the Red River, is closed to pedestrian use.				9	Lincoln Disc Golf Course
Other Map Elements				10	Grand Forks Townsquare
	Greenway			11	Polk County Social Services Center
	Water			12	Northland Community College
	Park			13	Riverwalk Center & Cabela's
	Historic Neighborhood			14	Heritage/Railroad Museum
	School/College			15	Valley Golf Course
	Downtown (No Biking on Sidewalks)			16	Riverside Dam
	City Limits			17	VFW Arena
				18	East Grand Forks Civic Center
				19	Zavoral Memorial Frisbee Golf Course
				20	Choice Health & Fitness
				21	YMCA
				22	Grand Forks Senior Center
				23	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.



MPO Staff Report
Technical Advisory Committee: March 13, 2019
MPO Executive Board: March 20, 2019

RECOMMENDED ACTION: Information on CAT Bus Route and Schedule Changes.

Matter of Information on CAT Bus Route and Schedule Changes.

Background:

In July of 2018 CAT implemented an overhaul of all bus routes in the Grand Forks/ East Grand Forks Metro Area. They did an extensive public participation process and received great input. Through out the time between implementation and December 2018 riders have given feedback on how the new routes were working for them. Input from the drivers was gathered along with other data to compile a report on how the routes were working. The report was released at the end of January 2019.

In the report staff recommended changes that the proposed changes are implementing. The proposed changes will:

- Increase frequency of Route 3 to 30-minutes;
- Improve on time performance for Routes 7 and 10;
- Provide direct service between Downtown, Walmart (South), Target, Choice Health & Fitness, and more;
- Improve service between UND campus and south end destinations;
- Reduce average speeds to complete routes.

A review of the proposed changes in relation to the performance measures established in the Transit Development Plan (TDP) was done. The proposed changes only effect the on-time performance measure. The changes in the routes implemented in July 2018 continued an on-time performance issue that was occurring before the new routes were implemented only with a different route. By looking at the average speed of a route and ensuring that it is between 12 and 14 miles per hour will ensure that the route has enough time to be at each stop on-time.

The cost of the changes is considered null. The table shows the cost of bus service currently and with the proposed changes implemented.

	Current	Proposed
Grand Forks	\$2,091,161	\$2,109,943
East Grand Forks	\$551,982	\$533,200
Total	\$2,643,143	\$2,643,143

Public Open Houses will be held to allow for people to ask direct questions about the changes and give feedback. Feedback/Comments can be dropped off at the Metro Transit Center or sent to the MPO by March 29th. Open house information:

1. March 19th at Grand Forks City Council Chambers from 6:00 PM to 8:00PM
2. March 21st at East Grand Forks City Hall Training Room from 4:00 PM to 6:00 PM.

The timeline for the implementation is:

- Information made available to the public: March 4th
- Public Open Houses: March 19th & 21st
- Comment period ends: March 29th
- Bring to the Committee of the Whole: April 8th
- Bring to City Council: April 15th
- Implementation: June 3rd

Findings and Analysis:

- Information.

Support Materials:

- The report on the route changes can be found at: <http://www.rideCAT.org>
- Individual routes



CITIES AREA TRANSIT

PROPOSED ROUTE CHANGES JUNE 2019

A Proposal to
Cities Area Transit's Bus Routes

**Please send feedback
on the proposed by
March 29th**

Teri Kouba
Senior Planner
MPO

EMAIL
teri.kouba@theforksmppo.org

MAIL
Teri Kouba
600 Demers Ave
East Grand Forks, MN 56721



Proposed Changes

Changes are being proposed to improve the CAT service beginning in June 2019

- 30 minute frequency on Route 3
- Improved on time performance
- More mid-day and Saturday service
- Direct service between Downtown and Walmart, Target, Choice Health & Fitness, and more
- Improved service between UND campus and south end destinations

Open Houses

3/19

Grand Forks City Hall
6-8 pm

3/21

EGF City Hall
4- 6 pm

Written comments will also be collected at the Metro Transit Center

Proposed 2/20/19



Route 1 - Downtown - UND Campus - N 39th St

MTC	x	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00
Salvation Army	x	7:04	8:04	9:04	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04
Hamline & University	x	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08
Community High	x	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12
N 39th St Shelter	x	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14
Princeton & 6th Ave	x	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15
15th & University	x	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20
YMCA	x	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23
MTC	x	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25

Route 2 - Downtown - Valley Middle School - St. Anne's

MTC	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30
N 5th & 10th Ave	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33
Home of Economy	Call Ahead - 746-2600											
Hugo's	6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40
Valley Middle School	6:43	7:43	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:43
St. Anne's	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45
MTC	6:55	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55

Neither route connects to Grand Cities Mall.

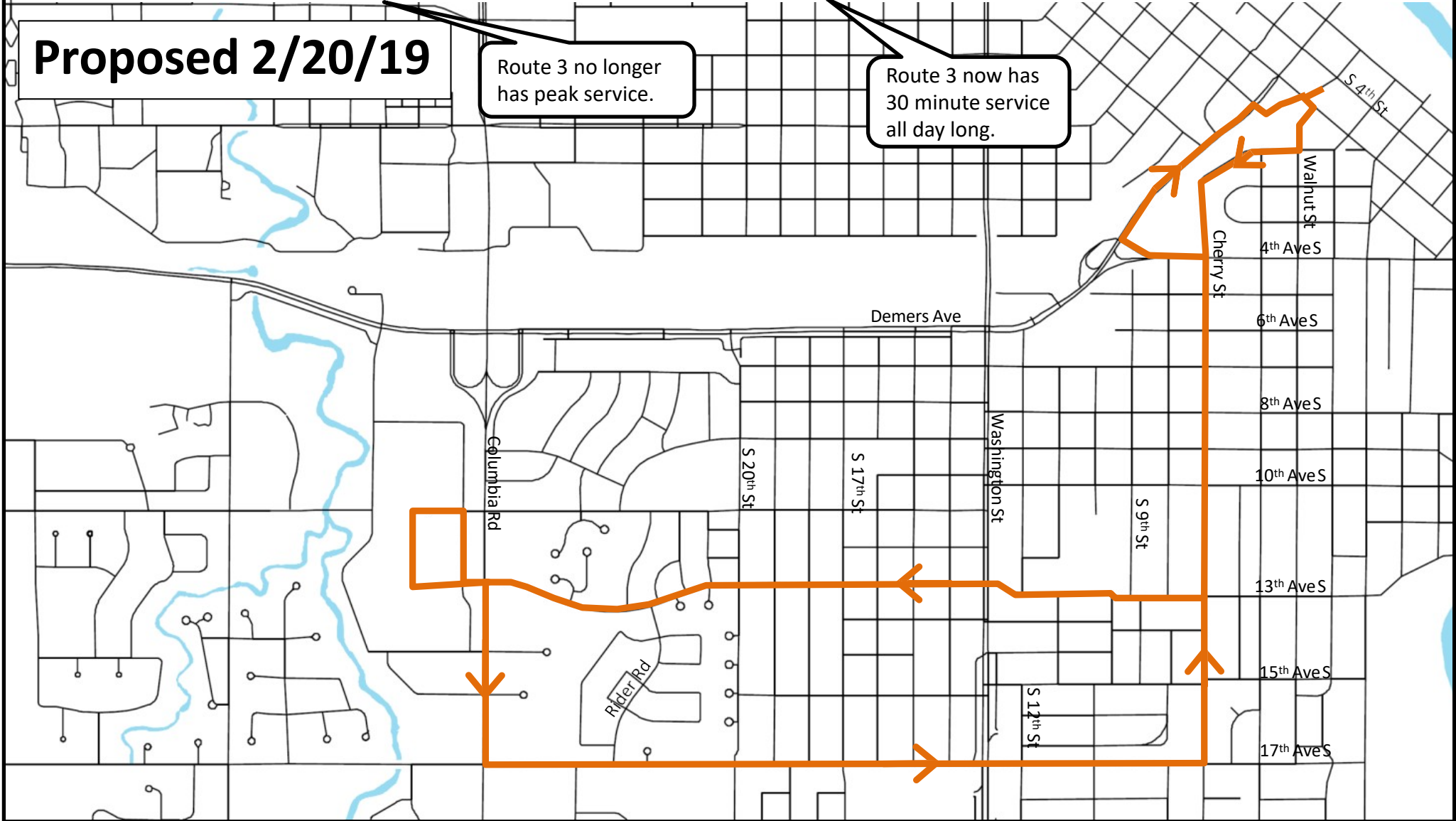
Route 3 - Downtown - Altru Columbia Rd - Midtown

Depart MTC	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:30	7:30	8:30	9:30
13th Ave & Cherry	6:34	7:04	7:34	8:04	8:34	9:04	9:34	10:04	10:34	11:04	11:34	12:04	12:34	1:04	1:34	2:04	2:34	3:04	3:34	4:04	4:34	5:04	5:34	6:34	7:34	8:34	9:34
Hugo's	6:38	7:08	7:38	8:08	8:38	9:08	9:38	10:08	10:38	11:08	11:38	12:08	12:38	1:08	1:38	2:08	2:38	3:08	3:38	4:08	4:38	5:08	5:38	6:38	7:38	8:38	9:38
Altru Columbia Rd	6:42	7:12	7:42	8:12	8:42	9:12	9:42	10:12	10:42	11:12	11:42	12:12	12:42	1:12	1:42	2:12	2:42	3:12	3:42	4:12	4:42	5:12	5:42	6:42	7:42	8:42	9:42
Red River High	6:45	7:15	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	1:15	1:45	2:15	2:45	3:15	3:45	4:15	4:45	5:15	5:45	6:45	7:45	8:45	9:45
Midtown	6:50	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20	2:50	3:20	3:50	4:20	4:50	5:20	5:50	6:50	7:50	8:50	9:50
17th Ave & Cherry	6:53	7:23	7:53	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53	12:23	12:53	1:23	1:53	2:23	2:53	3:23	3:53	4:23	4:53	5:23	5:53	6:53	7:53	8:53	9:53
4th Ave & Cherry	6:56	7:26	7:56	8:26	8:56	9:26	9:56	10:26	10:56	11:26	11:56	12:26	12:56	1:26	1:56	2:26	2:56	3:26	3:56	4:26	4:56	5:26	5:56	6:56	7:56	8:56	9:56
Arrive MTC	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	7:00	8:00	9:00	10:00

Proposed 2/20/19

Route 3 no longer has peak service.

Route 3 now has 30 minute service all day long.

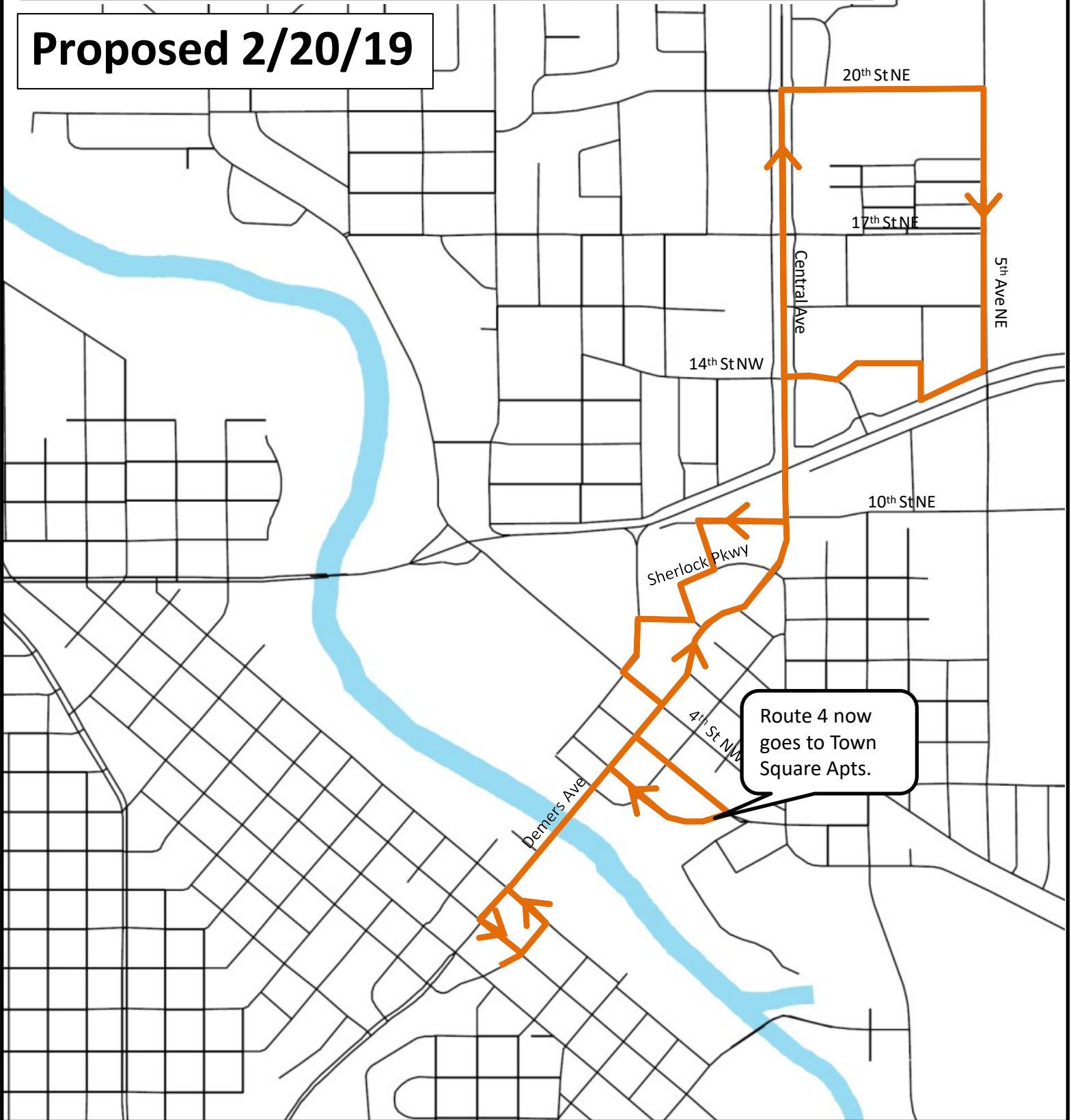


Route 4 Downtown - Northland College - Campbell Library

Depart MTC	6:35	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35
Cabela's	6:37	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37
Northland College	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45
Hugo's	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48
Sunshine Terrace	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50
Campbell Library	6:51	7:51	8:51	9:51	10:51	11:51	12:51	1:51	2:51	3:51	4:51	5:51
Town Sq. Apartments	6:55	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55
Arrive MTC	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00

Route 4 no longer runs at night.

Proposed 2/20/19



Route 4 now goes to Town Square Apts.

Proposed 2/20/19



Route 5 no longer has peak service

Route 5 - Downtown - University Avenue - West Walmart													
Depart MTC	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	
Salvation Army	6:34	7:34	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	
Hamline & University	6:38	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	
Tulane & University	6:42	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	
N 51st St Shelter	6:46	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	
Walmart West	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	
Gateway Terrace	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	
N 43rd St Shelter	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	
Odegard Hall	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	x	
Arrive Union	7:12	8:12	9:12	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	x	
Depart Union	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	x	
15th & University	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	x	
YMCA	7:21	8:21	9:21	10:21	11:21	12:21	1:21	2:21	3:21	4:21	5:21	x	
Arrive MTC	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	x	

Route 6 - Downtown - Northland College - Campbell Library

Depart MTC	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00
Cabela's	6:02	7:02	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	6:02	7:02	8:02	9:02
Evergreen Estates	6:05	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05	9:05
Northland College	6:15	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15
Hugo's	6:18	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18	8:18	9:18
Sunshine Terrace	6:20	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20	9:20
Campbell Library	6:21	7:21	8:21	9:21	10:21	11:21	12:21	1:21	2:21	3:21	4:21	5:21	6:21	7:21	8:21	9:21
Arrive MTC	6:25	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	9:25

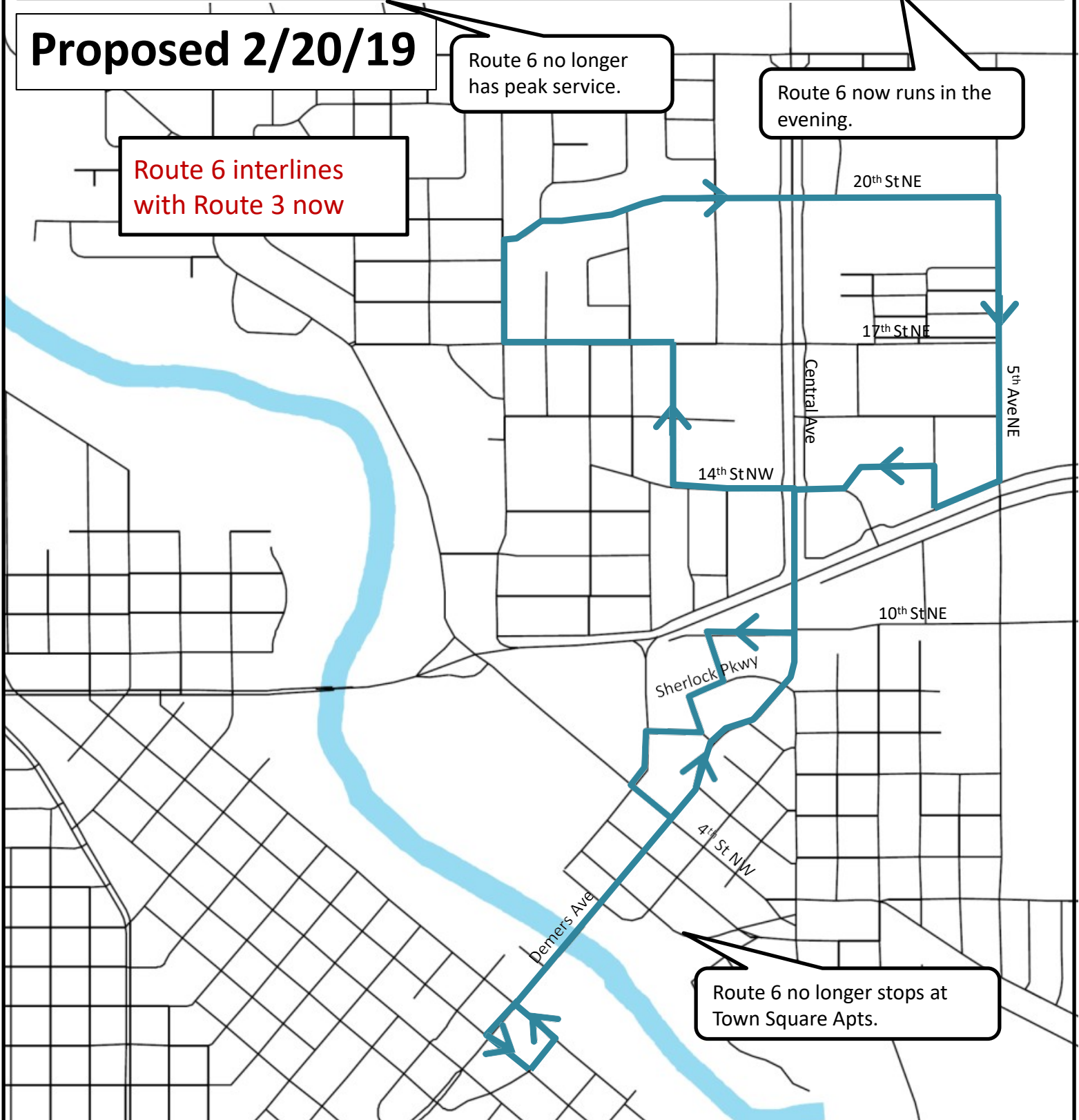
Proposed 2/20/19

Route 6 no longer has peak service.

Route 6 now runs in the evening.

Route 6 interlines with Route 3 now

Route 6 no longer stops at Town Square Apts.



Route 7 - Downtown - Midtown - Columbia Mall

Depart MTC	6:25	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25
Midtown	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33
Library	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36
Columbia Mall	6:43	7:43	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:43
Target	6:47	7:47	8:47	9:47	10:47	11:47	12:47	1:47	2:47	3:47	4:47	5:47
Development Homes	Call Ahead - 701-746-2600											
Walmart	6:55	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55
Hugo's	7:02	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:05	6:02
Midtown	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10
Arrive MTC	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20

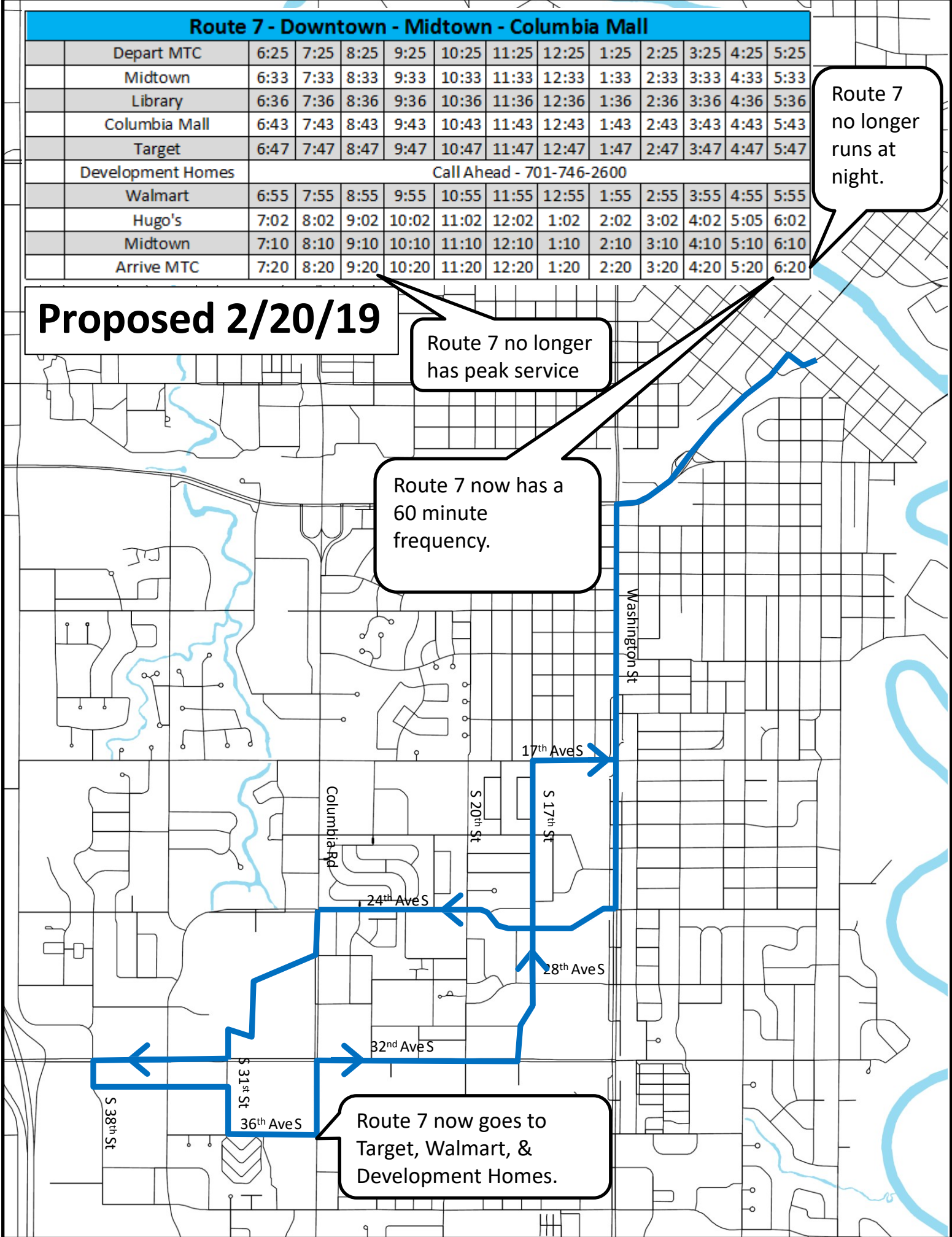
Route 7 no longer runs at night.

Proposed 2/20/19

Route 7 no longer has peak service

Route 7 now has a 60 minute frequency.

Route 7 now goes to Target, Walmart, & Development Homes.

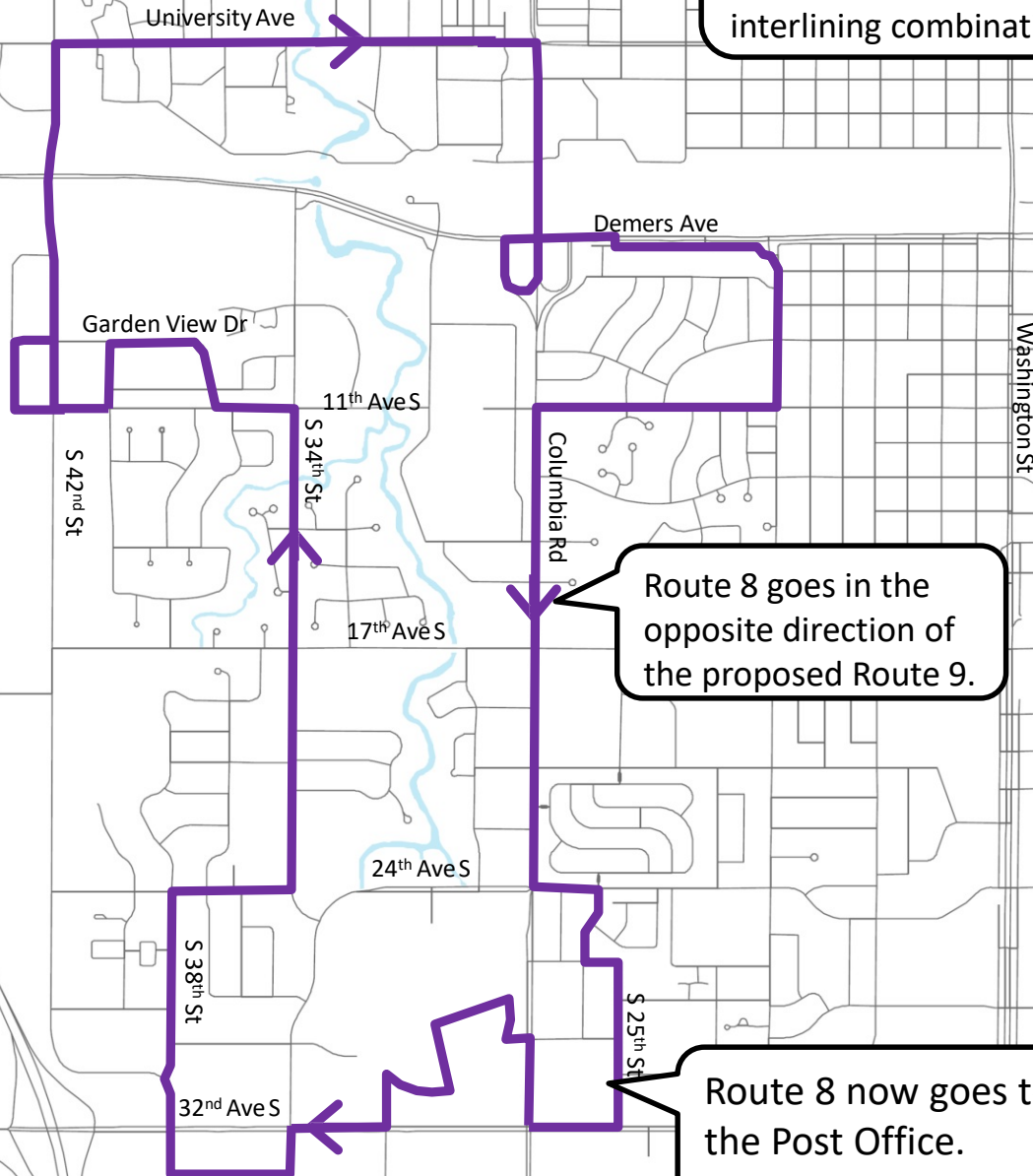


Route 8 - UND Campus - Altru Columbia Rd - Target

Depart Memorial Union	x	6:55	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	
Altru Business Center	x	6:59	7:59	8:59	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	
Altru Columbia Rd	x	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	
Post Office	x	7:09	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	
Columbia Mall	x	7:13	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	
Super Target	x	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	
Primrose Ct		6:22	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:55
Garden View Drive		6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30
Alerus Center		6:35	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35
Odegard Hall		6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40
Arrive Memorial Union		6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45

Proposed 2/20/19

Route 8 is a hybrid combination of the current Route 8/9 interlining combination.



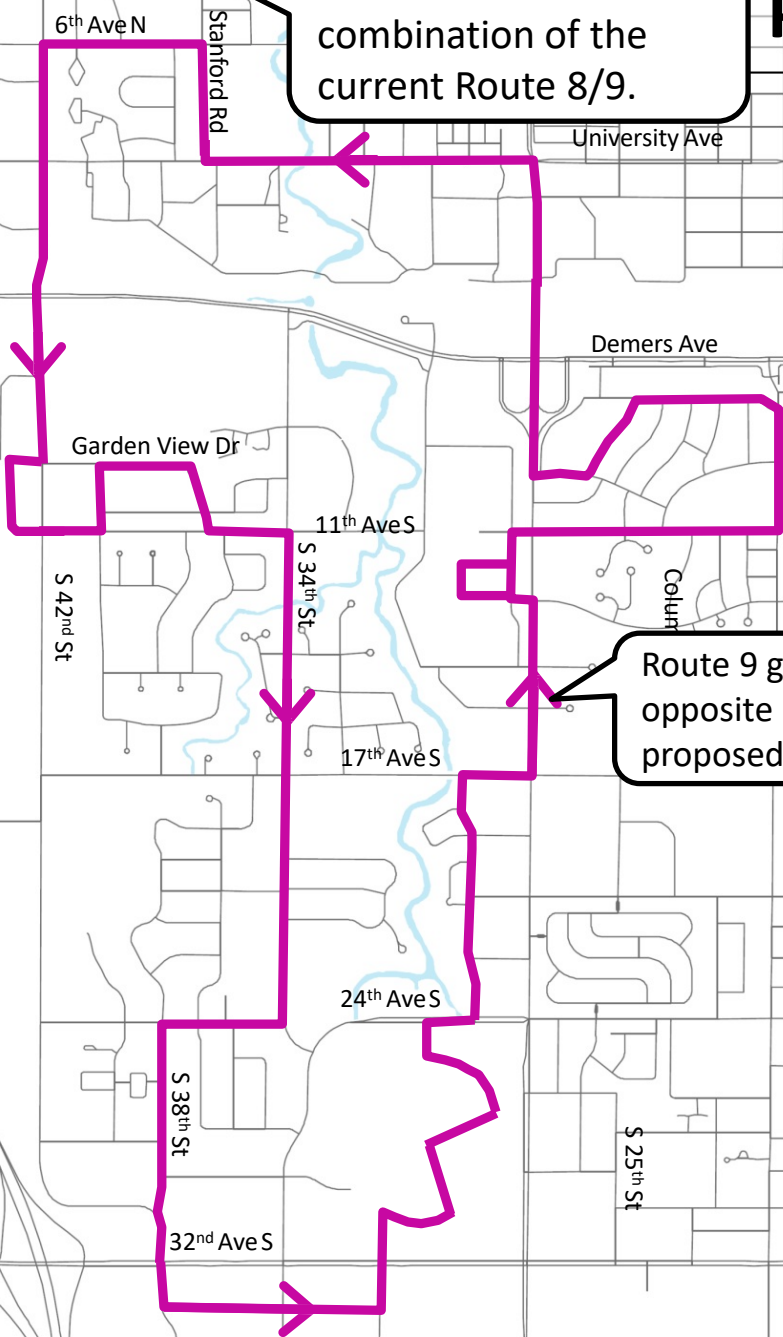
Route 8 goes in the opposite direction of the proposed Route 9.

Route 8 now goes to the Post Office.

Route 9 - UND Campus - Target - Altru Columbia Rd													
Hamline & University	6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	
Stanford Center	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	
Alerus Center	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	
Garden View Drive	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	
24th Ave & S 34th St	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	
Super Target	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	x	
Columbia Mall	7:13	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	x	
24th Ave & S 29th St	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	x	
Altru Main Campus	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	x	
Amberwood	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	x	
Hamline & University	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	x	

Route 9 is a combination of the current Route 8/9.

Proposed 2/20/19



Route 9 goes in the opposite direction of proposed Route 8.

Route 10 - Downtown - Altru South - Walmart

Depart MTC	x	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45
The Link	x	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48
17th & Cherry	x	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53
Tufts Manor	x	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58
Choice Health & Fitness	x	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	x
Altru South	x	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	x
South Middle School	x	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	x
Columbia Mall	x	7:13	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	x
Walmart	x	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	x
Hugo's	x	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	x
Midtown	6:24	7:24	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	x
8th & Washington	6:29	7:29	8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29	x
Arrive MTC	6:35	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	x

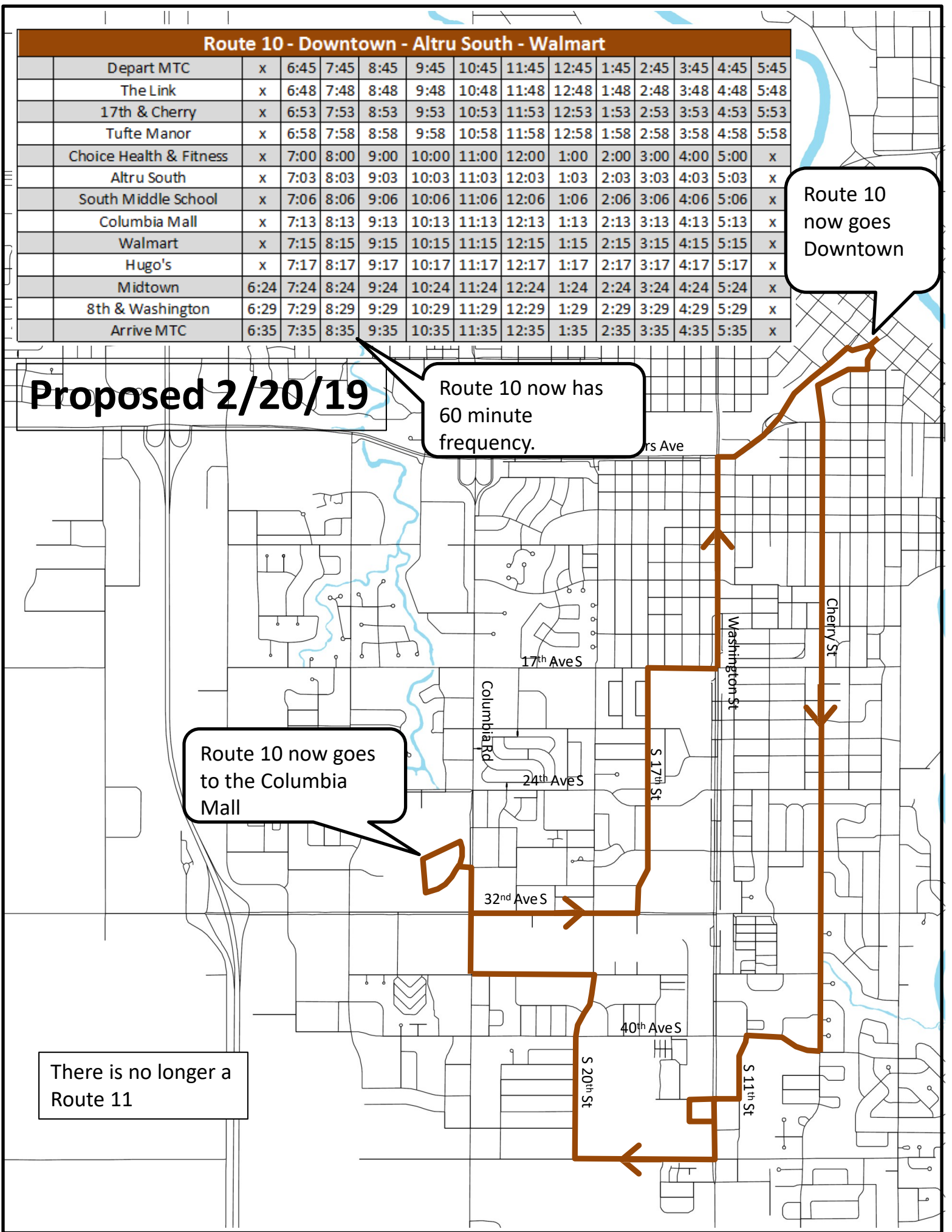
Route 10 now goes Downtown

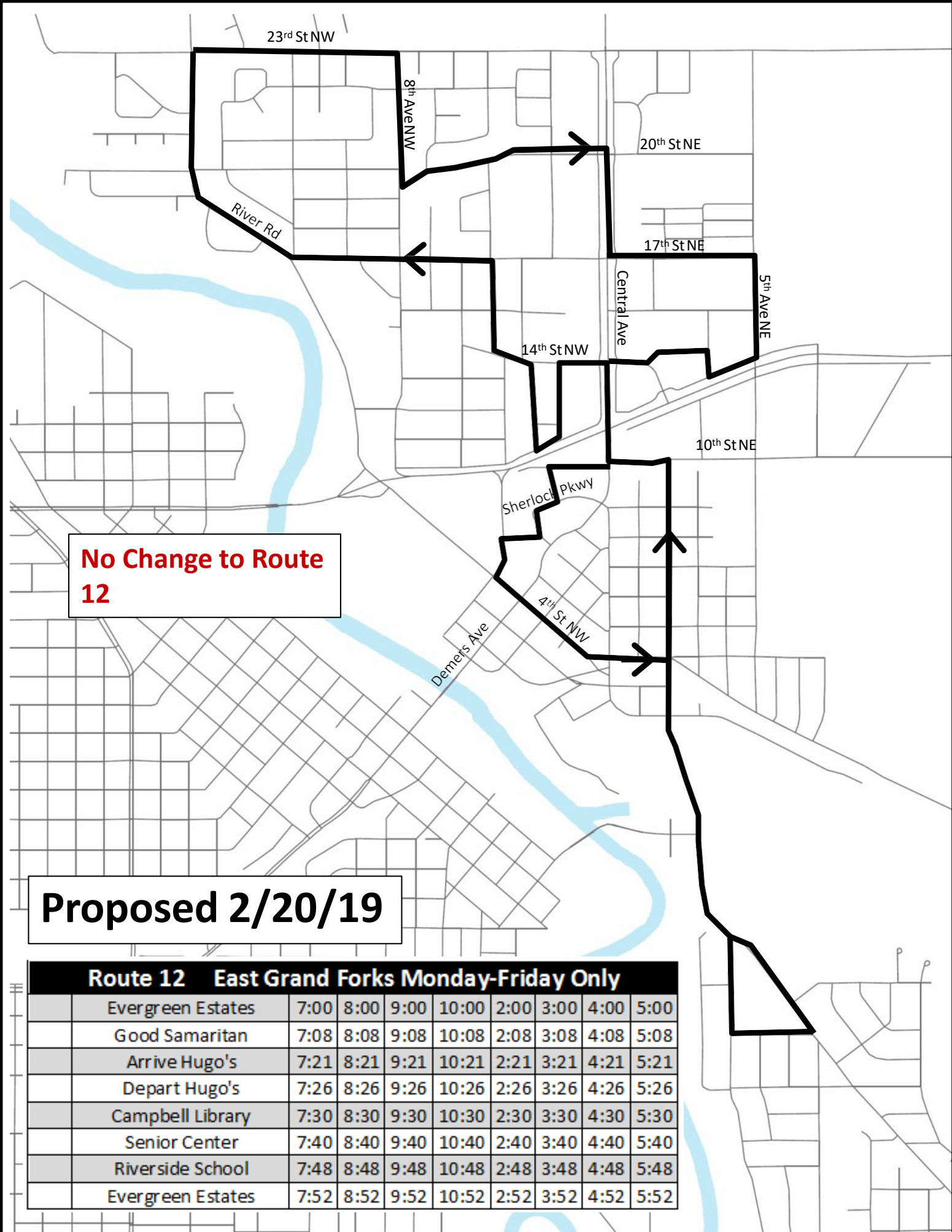
Proposed 2/20/19

Route 10 now has 60 minute frequency.

Route 10 now goes to the Columbia Mall

There is no longer a Route 11



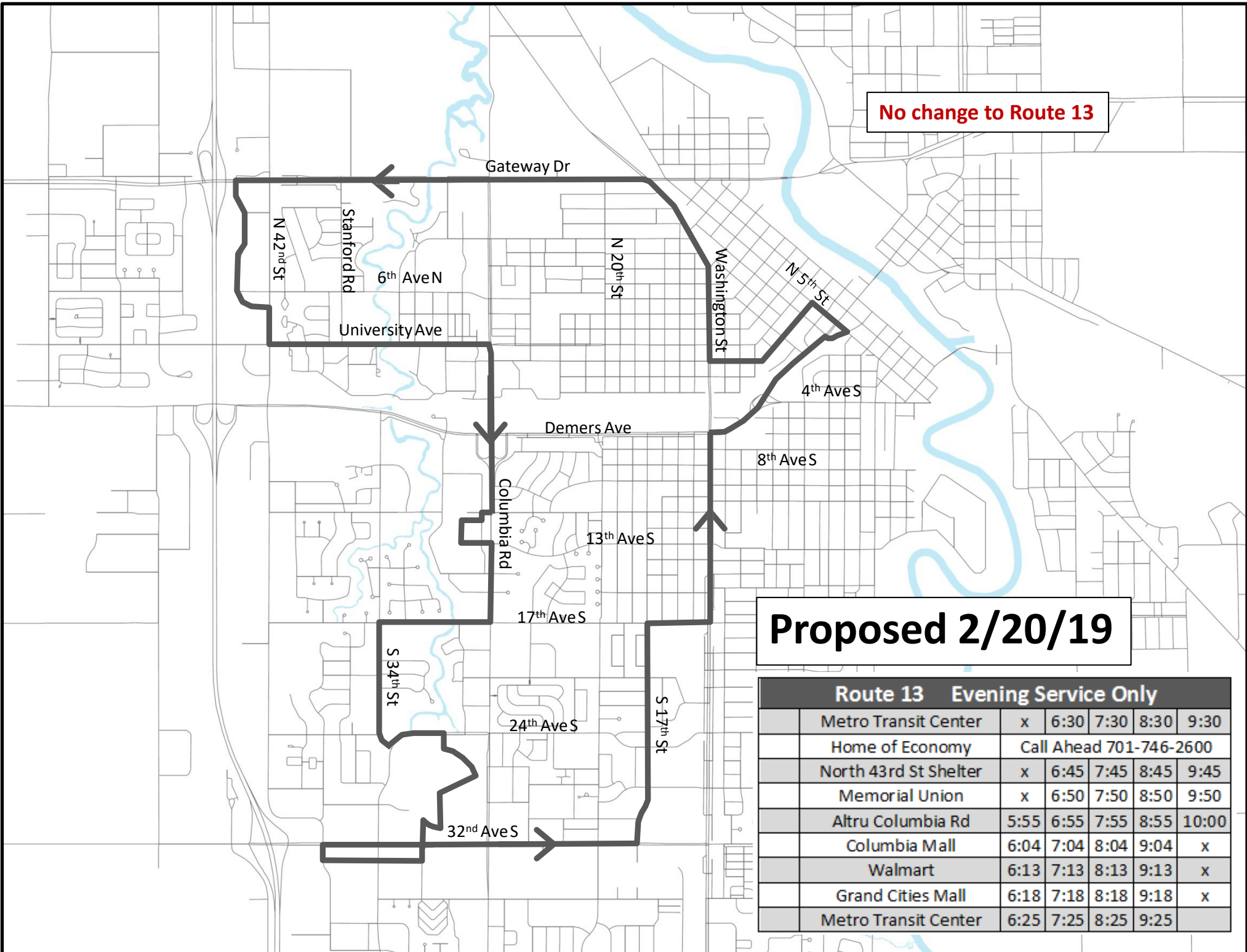


No Change to Route 12

Proposed 2/20/19

Route 12 East Grand Forks Monday-Friday Only									
Evergreen Estates	7:00	8:00	9:00	10:00	2:00	3:00	4:00	5:00	
Good Samaritan	7:08	8:08	9:08	10:08	2:08	3:08	4:08	5:08	
Arrive Hugo's	7:21	8:21	9:21	10:21	2:21	3:21	4:21	5:21	
Depart Hugo's	7:26	8:26	9:26	10:26	2:26	3:26	4:26	5:26	
Campbell Library	7:30	8:30	9:30	10:30	2:30	3:30	4:30	5:30	
Senior Center	7:40	8:40	9:40	10:40	2:40	3:40	4:40	5:40	
Riverside School	7:48	8:48	9:48	10:48	2:48	3:48	4:48	5:48	
Evergreen Estates	7:52	8:52	9:52	10:52	2:52	3:52	4:52	5:52	

No change to Route 13



Proposed 2/20/19

Route 13 Evening Service Only					
Metro Transit Center	x	6:30	7:30	8:30	9:30
Home of Economy	Call Ahead 701-746-2600				
North 43rd St Shelter	x	6:45	7:45	8:45	9:45
Memorial Union	x	6:50	7:50	8:50	9:50
Altru Columbia Rd	5:55	6:55	7:55	8:55	10:00
Columbia Mall	6:04	7:04	8:04	9:04	x
Walmart	6:13	7:13	8:13	9:13	x
Grand Cities Mall	6:18	7:18	8:18	9:18	x
Metro Transit Center	6:25	7:25	8:25	9:25	

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
Technical Advisory Committee, March 13, 2019
Executive Policy Board, March 20, 2019

RECOMMENDED ACTION	Action Item: For Information Only
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Matter of the MN 220 N Corridor Study: Proposed Alternatives Development

BACKGROUND:

The third meeting of the Steering Committee for the MN 220 N Corridor Study was held on February 19, 2019. The meeting entailed a presentation and a discussion by the committee of the proposed alternatives as they were outlined in Tech Memo # 4

According to the document, the Alternatives Analysis development process identified transportation ideas and concepts based upon input from stakeholders. The process also served to review the purpose and needs of the study. From a range of alternatives, a screening evaluation was completed to evaluate each idea against key objectives. This process identified the alternatives that could best meet the project goals and are carried forward for further evaluation. The goal is to arrive at the alternative (s) that best balance and meet the primary objectives of the stakeholders and community.

The current Alternative Identification and Evaluation process helped stakeholders to identify deficiencies and the purpose and needs for the MN 220 N Corridor. As a result, the following four types of improvement alternatives were identified to address four primary objectives of the study:

- Improve access control
- Improve safety
- Improve mobility/capacity; and
- Improve pedestrian crossings of MN 220 N

The evaluation of the identified alternatives consisted of a layered approach that included:

- a) Assessing and comparing high level considerations such as key pros/cons; trade-offs and design considerations or fatal flaws;

- b) Technical analysis of intersection capacity, safety benefits, right of way needs, construction costs and economic viability as applicable (benefit/cost ratio); and
- c) Qualitative evaluation scoring of key metrics identified in the planning process that are consistent with the Purpose and Need statement and 2045 Metropolitan Transportation Plan (MTP) objectives and performance goals.

ANALYSIS AND FINDINGS OF FACT:

According to Tech Memo # 4, the ultimate selection of the preferred alternative(s) or the option of maintaining the “*no build alternative*” (the one which best meets the corridor objectives); included the assessment of all considerations including: Benefit/Cost Analysis; Estimated Safety Benefits; Traffic Operation Analysis, Comparative Evaluation of Metrics; and Assessment of Public and Stakeholder Engagement. The following considerations guided the Alternatives Development and Evaluation process:

- **Access/Traffic Control Device Considerations**
Three primary forms of traffic control were evaluated at each of the key intersections: through stop control with access management or geometric improvements, traffic signal, and roundabout.
- **Access Management**
Access management in most cases would consist of limiting a full-access intersection to a three quarter access intersection with stop signs on the cross-street. Prohibiting cross-street through and left-turning movements would improve safety by decreasing the number of conflict points and potential for right angle crashes. Intersection operations would be expected to improve as well.
- **Traffic Signal**
The two existing traffic signal systems (14th Street NW and US 2) are nearing the end of their useful life and will require replacement. The traffic signal control alternative considers either the full replacement of existing traffic signals, upgraded to present day standards, or the installation of a new signal system at currently stop controlled intersections. Installation of a traffic signal where one is not present may reduce overall crash frequency but may bear an increase in specific crash types such as rear-end and right angle. The benefit or impact of traffic signal installation takes into consideration the change in motor vehicle delays and change in safety performance derived from anticipated changes in crash characteristics.
- **Pedestrian Improvement Strategies**
To improve pedestrian crossing safety, comfort, and environment, the strategies could range from establishing connections and improving accessibility, improving visibility, reducing exposure, enhancing awareness or providing protection.

In addition to the discussion of the proposed alternatives at the Steering Committee; in particular, Access management proposed alternatives, were re-examined by a MN DOT, City of East Grand Forks, and MPO staff on March 5, 2019. The objective of the technical meeting was to address stakeholder’s concerns in regards to access and movement of heavy trucks and agricultural equipment at the intersection.

SUPPORT MATERIALS:

The intersection improvement options, design considerations, pros and cons, and estimated cost for each alternative are described in Tech Memo# 4. The MN 220 N Corridor Study, Summary for TAC & Executive Policy Committee included in this report, presents an overview of the proposed Intersection and Segment Alternatives. The last three pages in the report illustrate an Alternatives Comparison Matrix which describes the proposed developments for the intersection of MN 220 N at US. 2.

More information on the MN 220 N Corridor Study can be found at:

- Presentation
MN 220 N Corridor Study: SRC Meeting 3 – Alternatives Analysis | February 19, 2019
<https://theforksmpo.files.wordpress.com/2019/02/mn220nofeb19alternatives-analysispowerpoint.pdf>
- Tech Memo # 4
https://theforksmpo.files.wordpress.com/2019/02/mn220notech-memo-4_draft_020619-2.pdf

Mn 220 N Corridor Study

SRC Meeting 3 – Alternatives Analysis |
Summary For TAC, March 13, 2019 &
Executive Policy Committee, March 20, 2019



Overview of Alternatives

Overview

- Intersections
- Segments
- Pedestrian Connections
- Other

Address Key Objectives

- Access Control
- Mobility
- Safety
- Pedestrian Crossing

Desired Outcome

- Understand the Trade Offs
- Informed Opinion on Preferred Alternative



Table 5- 16. Alternatives Comparison Matrix – Mn 220 at US 2 Continued

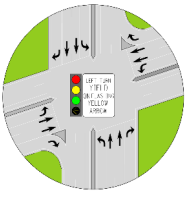
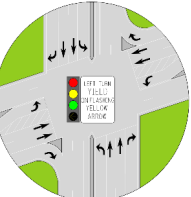
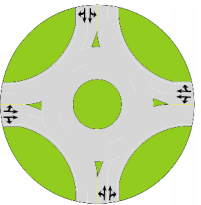
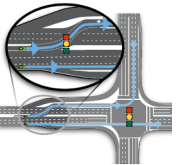


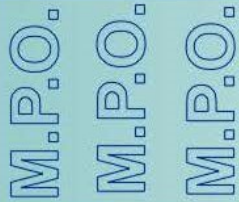
Alternative A-2: Rebuild Signal System with Right Turn Channelization Improvements				
Description	Options and Considerations	Pros and Cons	Comparison Summary	
 <p>In addition to rebuilding the signal system as described in Alternative A, Alternative A-2 involves the reconstruction of the northwest and southeast corners to remove the channelized right turn pork chop islands. Providing traditional right turn lane design will improve the intersection skew and vehicle angle of approach to the intersection resulting in better visibility.</p>	<ul style="list-style-type: none"> • Install FYA on all approaches <ul style="list-style-type: none"> ◦ Operate eastbound/westbound protected only 11 am to 6 pm and northbound prot/perm all day ◦ Implement FYA Omit logic for pedestrian actuations • Implement a southbound right turn overlap (concurrent with the eastbound left turn) • Install communication and coordinate signal timing with 14th Street NW and 5th Avenue NE • Install pedestrian countdown timers • Update the pedestrian and vehicle clearance intervals to current standards • Add an additional overhead signal indication for each approach to improve visibility and provide yellow backplate for FYA left turn indications 	<p>Pros</p> <ol style="list-style-type: none"> 1. Can be designed with overall minor impact to street width and curbs 2. FYA provides operational flexibility and with the offset left turn lanes is expected to improve motorist safety and intersection operation 3. Moderate cost 4. Improved right turn sightlines is expected to improve the intersection safety and pedestrian crossing safety 5. Familiarity 6. Expected to reduce the overall intersection crash rate and provide an improvement to the overall intersection crash severity <p>Cons</p> <ol style="list-style-type: none"> 1. Ongoing operation, maintenance, and electricity costs 2. Operational improvement is minimal. LOS D is expected in 2045 	<p>Cost: Approximately \$875,000 Mobility: LOS D (2045) Safety: 26% decrease in crash rate. 23% reduction in severity rate. R/W: None 20-year Traffic Operation Benefit: (-\$2,038,918) 20-year Safety Benefit: \$2,085,539 Benefit/Cost: 0.07</p>	
Alternative A-3: Rebuild Signal System with Offset Eastbound/Westbound Left Turn Lanes and Right Turn Channelization Improvements				
Description	Options and Considerations	Pros and Cons	Comparison Summary	
 <p>This alternative involves the combination of previously mentioned strategies:</p> <ul style="list-style-type: none"> • Rebuild Signal System, with Offset Left Turn Lanes - Alternative A-0 • Rebuild Signal System, with Right Turn Channelization Improvements - Alternative A-2 	<p>Refer to previously mentioned strategies</p>	<p>Pros</p> <ol style="list-style-type: none"> 1. Can be designed with overall minor impact to street width and curbs 2. FYA provides operational flexibility and with the offset left turn lanes is expected to improve motorist safety and intersection operation 3. Moderate/High cost 4. Improved right turn sightlines is expected to improve the intersection safety and pedestrian crossing safety 5. Familiarity 6. Expected to reduce the overall intersection crash rate and provide an improvement to the overall intersection crash severity <p>Cons</p> <ol style="list-style-type: none"> 1. Ongoing operation, maintenance, and electricity costs 2. Operational improvement is minimal. LOS C/D is expected in 2045 	<p>Cost: Approximately \$2,650,000 Mobility: LOS D (2045) or LOS E if No Connection at 5th Ave Safety: 32% decrease in crash rate. 29% reduction in severity rate. R/W: None 20-year Traffic Operation Benefit: (-\$2,038,918) 20-year Safety Benefit: \$2,746,728 Benefit/Cost: 0.38</p>	
Alternative B: Install Roundabout				
Description	Options and Considerations	Pros and Cons	Comparison Summary	
 <p>Construct full multilane roundabout with two-lane entry on all four approaches</p>	<ul style="list-style-type: none"> • Multilane roundabout is expected necessary to accommodate existing and forecast 2045 traffic demands • Special attention would be required in design for trucks and agricultural vehicles 	<p>Pros</p> <ol style="list-style-type: none"> 1. Provides continuous flow of traffic and improves efficiency 2. Provides traffic calming 3. Improves pedestrian crossing (reduced exposure, improved sightline) 4. Greatly reduces crash severity 5. Aesthetics 6. Most efficient traffic operations during both AM and PM peak periods, and the off peak periods (low delays) 7. Overall intersection size is not expected to increase due to size of current pavement area. Fits within R/W and current intersection footprint <p>Cons</p> <ol style="list-style-type: none"> 1. Multilane roundabouts have high crash rates (3 times that of a traditional signalized intersection control) and severity rate. Increased crashes are expected; however the percentage of injury crashes is expected to be significantly reduced resulting in an overall best expected safety benefit. 2. More expensive to install than rebuilding the traffic signal as all four approaches will require full reconstruction. 3. Requires more space at intersection (but less space along road) 4. Familiarity 	<p>Cost: Approximately \$3,600,000 Mobility: LOS A (2045) or LOS C if No Connection at 5th Ave Safety: 71% increase in crash rate. 35% increase in severity rate. R/W: None 20-year Traffic Operation Benefit: \$38,510,513 20-year Safety Benefit: \$4,255,888 Benefit/Cost: 17.34</p>	

Table 5- 16. Alternatives Comparison Matrix – Mn 220 at US 2 Continued

Alternative C: Displaced EB Left Turn			
Description	Options and Considerations	Pros and Cons	Comparison Summary
 <p>A displaced left turn (DLT) will move the eastbound left-turn movement from US 2/Mn 220 to an upstream signalized location. Traffic that would turn left at Mn 220 in a conventional design now has to cross opposing through lanes at a signal-controlled intersection several hundred feet upstream and then travel on a new roadway parallel to the opposing lanes. This traffic is now able to execute the left turn simultaneously with the westbound through traffic at the US 2/Mn 220 intersection.</p>	<ul style="list-style-type: none"> Overall roadway typical section width is expected to impact the frontage road. An additional traffic signal system located approximately mid way between Mn 220 and 5th Avenue is needed to facilitate the displaced left turn cross over. The traffic signal systems will need to be coordinated Eastbound left turn storage length needs to be balanced to ensure compatibility for a potential future 5th Avenue 3/4 or full access intersection The southbound right turn lane would need to be designed as a free operating movement to avoid conflicting at the intersection with the displaced left turn. 	<p>Pros</p> <ol style="list-style-type: none"> Improves intersection capacity by removing a high volume conflicting movement at the US 2/Mn 220 intersection FYA provides operational flexibility and with the offset left turn lanes is expected to improve motorist safety and intersection operation Expected to improve intersection safety by improving sightlines and providing an improved level of left turn control. Anticipated the crash performance will be similar to Alternative A-0. <p>Cons</p> <ol style="list-style-type: none"> Ongoing operation, maintenance, and electricity costs. Snow removal will be much more difficult High construction cost Adds an additional traffic signal system to the network Requires substantial cross-sectional roadway space, adds effectively 1 more travel lane and 2 more raised median islands. Expected to have R/W and frontage road impacts Familiarity. Likely result in motorist confusion 	<p>Cost: Approximately \$2,900,000</p> <p>Mobility: LOS C (2045)</p> <p>Safety: 25% decrease in crash rate. 23% reduction in severity rate.</p> <p>R/W: Frontage Road Impact</p> <p>20-year Traffic Operation Benefit: \$9,010,428</p> <p>20-year Safety Benefit: \$2,111,426</p> <p>Benefit/Cost: 5.41</p>
Alternative D: Grade Separated Tight Diamond Interchange			
Description	Options and Considerations	Pros and Cons	Comparison Summary
 <p>A compressed diamond interchange with either US 2 or Mn 220 grade separated over the top</p>	<ul style="list-style-type: none"> Traffic signals would be provided at the ramp terminal intersections Traffic signal coordination will be required Tight diamond interchanges require significant retaining wall construction to reduce space and R/W acquisition footprint. This however, greatly increases the construction cost 	<p>Pros:</p> <ol style="list-style-type: none"> Effectively separates volumes from conflicting movements Provide long term efficient traffic operation Reduces vehicle conflicts and is expected to improve overall intersection safety <p>Cons:</p> <ol style="list-style-type: none"> Significant cost and Right of Way acquisition Will impact businesses and local resident properties Will disrupt the frontage road connections May require closure or reroute of neighboring roads Significant cost and impacts for comparable benefit to other alternatives A grade separated interchange will significantly impact the visibility and presence of remaining businesses near this intersection. 	<p>Cost: High. > \$15,000,000 to 20M excluding R/W and property acquisition costs</p> <p>Mobility: NA</p> <p>Safety: NA</p> <p>R/W: Significant Impact</p> <p>20-year Traffic Operation Benefit: NA</p> <p>20-year Safety Benefit: NA</p> <p>Benefit/Cost: NA</p>
Alternative E: System Improvements - 5th Avenue NW Access			
Description	Options and Considerations	Pros and Cons	Comparison Summary
 <p>The current 2045 MTP identifies a full access signalized intersection at the US 2/5th Avenue NW intersection (Currently RI/RO on the south side). Full access will provide additional connectivity to the neighborhood reducing traffic demand at the US 2/Mn 220 intersection.</p> <p>Alternative E-1: Couple with Alt A-1 Alternative E-2: Couple with Alt A-3 Alternative E-3: Couple with Alt B</p>	<ul style="list-style-type: none"> Provide full access intersection with traffic signal system operating in coordination with the US 2/Mn 220 intersection Maintaining the existing 5th Avenue NW intersection configuration results in an approximate 1,900 ADT increase to Mn 220 Streetlight Origin-Destination analysis found the existing eastbound left turn at the US 2/Mn 220 intersection would decrease by 95 (33%) and 50 (18%) vehicles during the AM and PM peak hours, respectively North of 14th Street, a marginal change in overall ADT on Mn 220 is expected. 	<p>Pros:</p> <ol style="list-style-type: none"> Provides improved access to the neighborhood Reduces vehicle demand at the US 2/Mn 220 intersection Can be designed to provide acceptable safety and traffic operations into forecast year 2045 <p>Cons:</p> <ol style="list-style-type: none"> High cost Will impact businesses and local resident properties and will increase traffic circulating on neighborhood streets that currently experience low traffic volumes May not be funded or approved for construction 	<p>NA</p> <p>Key Conclusion:</p> <ol style="list-style-type: none"> 3/4 Access or full access signalized intersection overall provides a positive benefit to the transportation system and should be considered a viable long term alternative Without the 5th Avenue NW access, the single eastbound left turn lane alternatives at US 2/Mn 220 may not be feasible alternatives due to intersection capacity constraint

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: March 13 2019

MPO Executive Board: March 20, 2019

RECOMMENDED ACTION: Update on 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 3rd meeting of the Steering Committee was held in February. Attached are key slides that presented information on the impact future development could have on the parking supply and the alternatives to improve downtown parking. Under all three scenarios, there is adequate parking available. However, public parking approaches capacity under the 10-Year Redevelopment Scenario.

The redevelopment scenarios incorporated six redevelopment concepts that are either currently under construction (Selkirk Lofts on 4th Street), proposed (Pure Development including Hugo’s and Alerus), or concepts identified as likely to change in the Downtown Action Plan. Unless available from a site or concept plan, redevelopments assumed no on site parking. Public parking spaces did not change. This redevelopment will increase parking demand around 925 spaces on an average day, leaving nearly 400 open public parking spaces (82 percent occupancy) and more than 1,280 open total parking spaces (65 percent occupancy).

The redevelopment plus increased walking, biking, and transit scenario evaluated the parking

impacts with the redevelopment scenario and a lowered demand due to more people walking, biking, and using transit, leaving 440 open public parking spaces (80 percent occupancy), and 1,340 open total parking spaces (63 percent occupancy).

The redevelopment plus autonomous vehicles evaluated the parking impacts with the redevelopment scenario and a lowered demand due to the use of autonomous vehicles, leaving 575 open public parking spaces (74 percent occupancy), and 1,500 open total parking spaces (58 percent occupancy).

The Steering Committee also reviewed information on event traffic management and alternatives to improve the downtown parking. Key items were increased marketing, use of “time of day” parking ratios, and enforcement.

A public input meeting is scheduled for Thursday, March 21st, at the Empire Theater starting at 4:00 until 7:00 pm/

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.

Support Materials:

- Reports can be viewed at: <https://theforksmmpo.com/the-forks-mpo/>
- Key slides from recent Powerpoint

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Grand Forks - East Grand Forks
Metropolitan Planning Organization



ENGINEERING, REIMAGINED

Downtown Parking Study

GRAND FORKS, ND

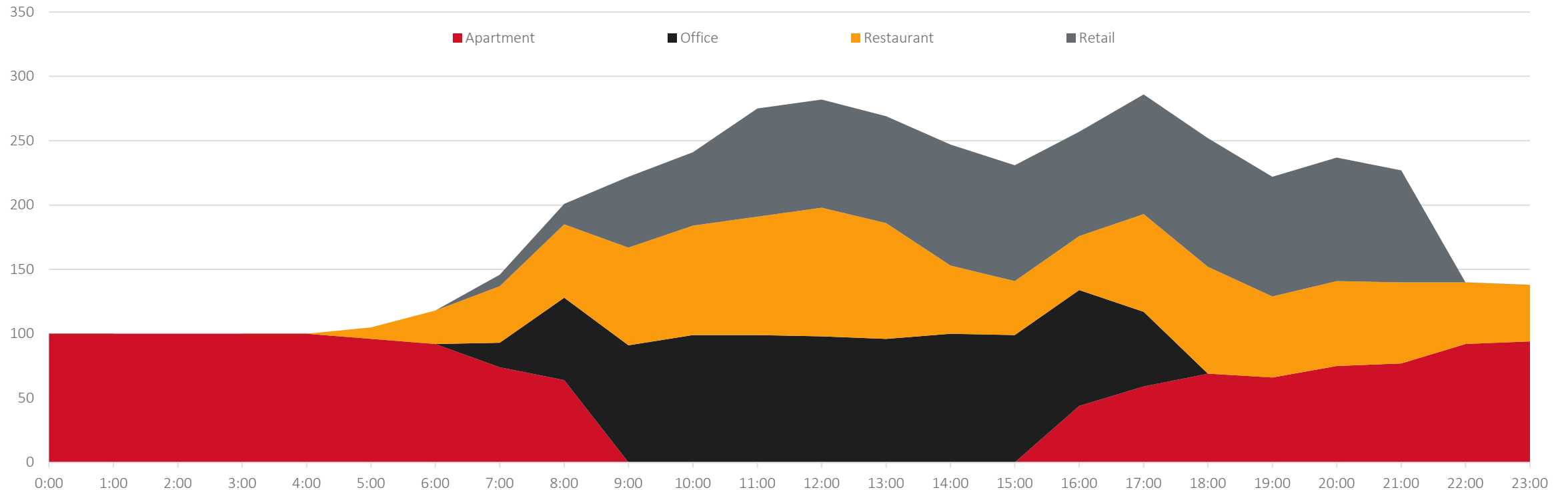
FEBRUARY 2019

Generalized Parking Demand

<i>Land Use</i>	<i>Spaces</i>	<i>Per Unit</i>	<i>Land Use</i>	<i>Spaces</i>	<i>Per Unit</i>
Retail	2.5	1,000 SF*	Office	2.5	1,000 SF*
Restaurant	4.0	1,000 SF*	Civic	2.5	1,000 SF*
Service	2.5	1,000 SF*	Residential	1.5	Unit

*SF = Square Feet of Leasable Space

Parking Time-of-Day Profiles for Selected Land Uses

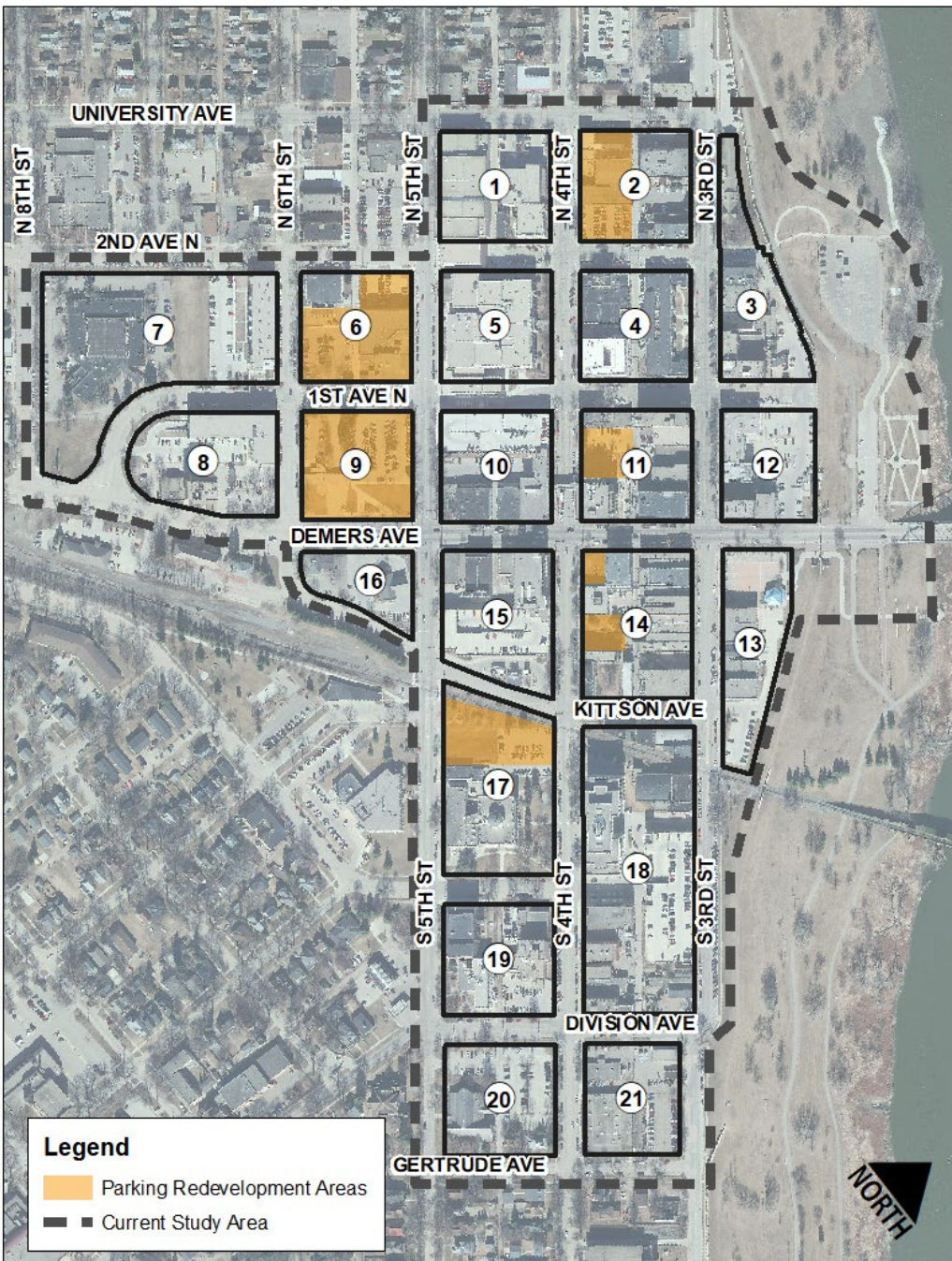


Redevelopment Projects and Concepts

1. Lyon's Project – *Block 2*
 - > 131 Residential Units
 - > Commercial/Office Space First Floor
2. Edgewood Parking Lot Redevelopment – *Block 11*
 - > Strictly conceptual
3. Century Link Building and Adjacent Parking Lots – *Block 6*
 - > Strictly conceptual
4. County Government Center – *Block 17*
 - > Strictly conceptual
5. Pure Development – *Block 9*
 - > Hugo's Family Market
 - > Alerus Financial
6. GFK 4th Street Development – *Block 14*
 - > Selkirk Lofts
 - 1,800 sq ft Commercial
 - 20 Residential Units
 - > Eskers Development
 - 32,000 sq ft



ENGINEERING, REIMAGINED

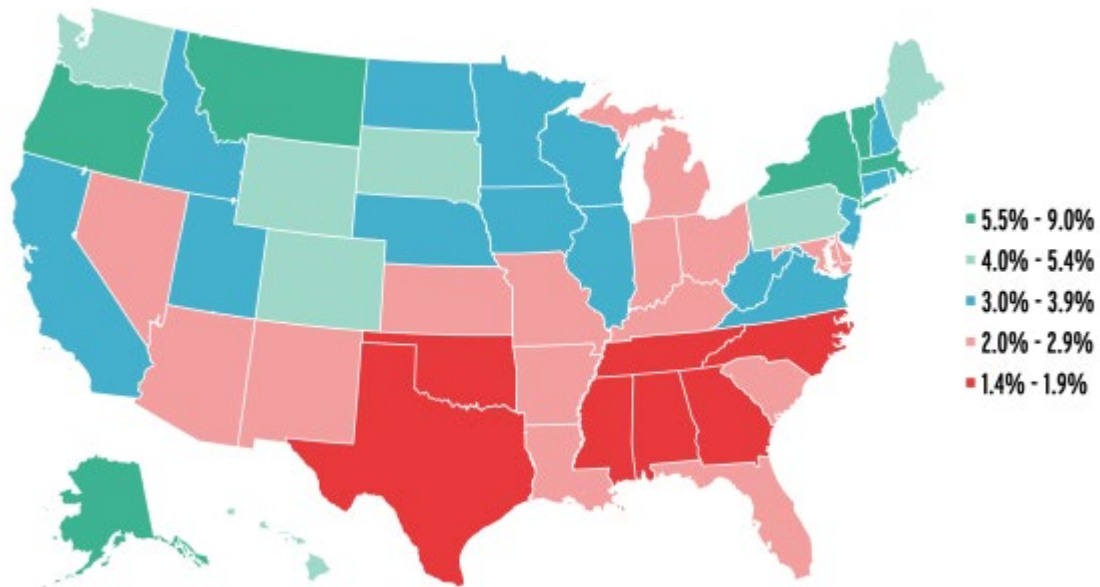


Key Assumptions

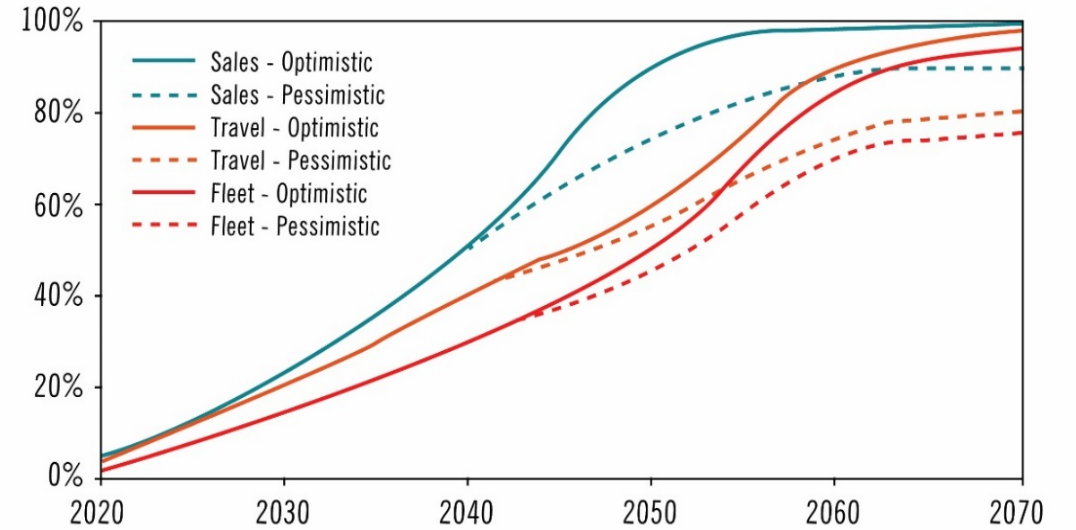
- Parking forecasts added new demand to existing demand.
 - Assumed no change in current demand.
- Changes to parking supply assumed no additional parking unless provided by a concept plan or other information from the Action Plan.
- Time of day profiles were used.
- Does not consider available parking directly adjacent to the study area.



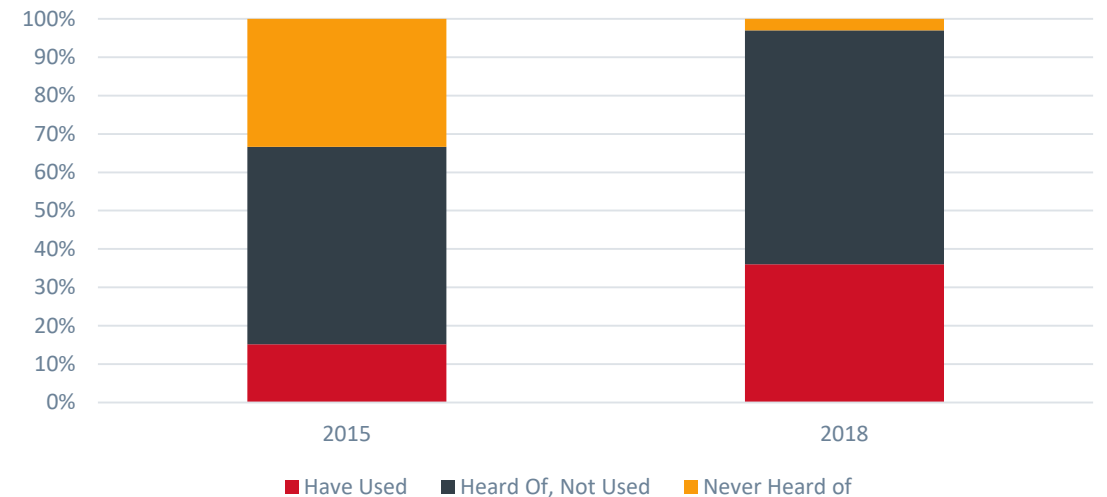
Walking/Biking Trends



AV/CV Adoption Rates



Ride-Hailing Use



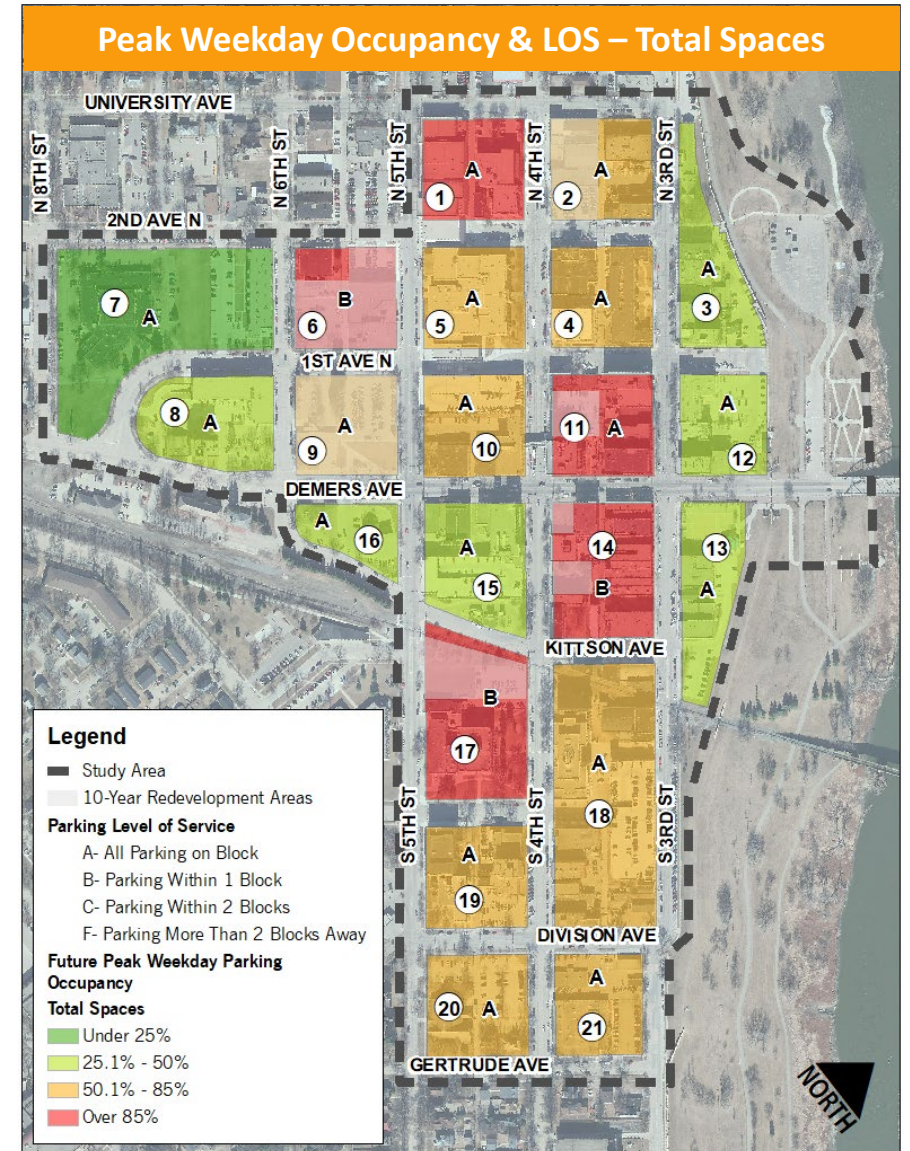
10-Year Scenario Impacts

Average Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Average Weekday	Public	2,325	910	39%	+1,415
Current Average Weekday	Total	3,665	1,440	39%	+2,220
10-Year Redevelopment Average Weekday	Public	2,225	1,833	82%	+395
10-Year Redevelopment Average Weekday	Total	3,645	2,370	65%	+1,280

Peak Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Peak Weekday	Public	2,325	1,205	52%	+1,120
Current Peak Weekday	Total	3,665	1,845	50%	+1,820
10-Year Redevelopment Peak Weekday	Public	2,225	1,596	72%	+630
10-Year Redevelopment Peak Weekday	Total	3,645	2,240	61%	+1,405



Walking, Biking & Transit Impacts

Assumptions

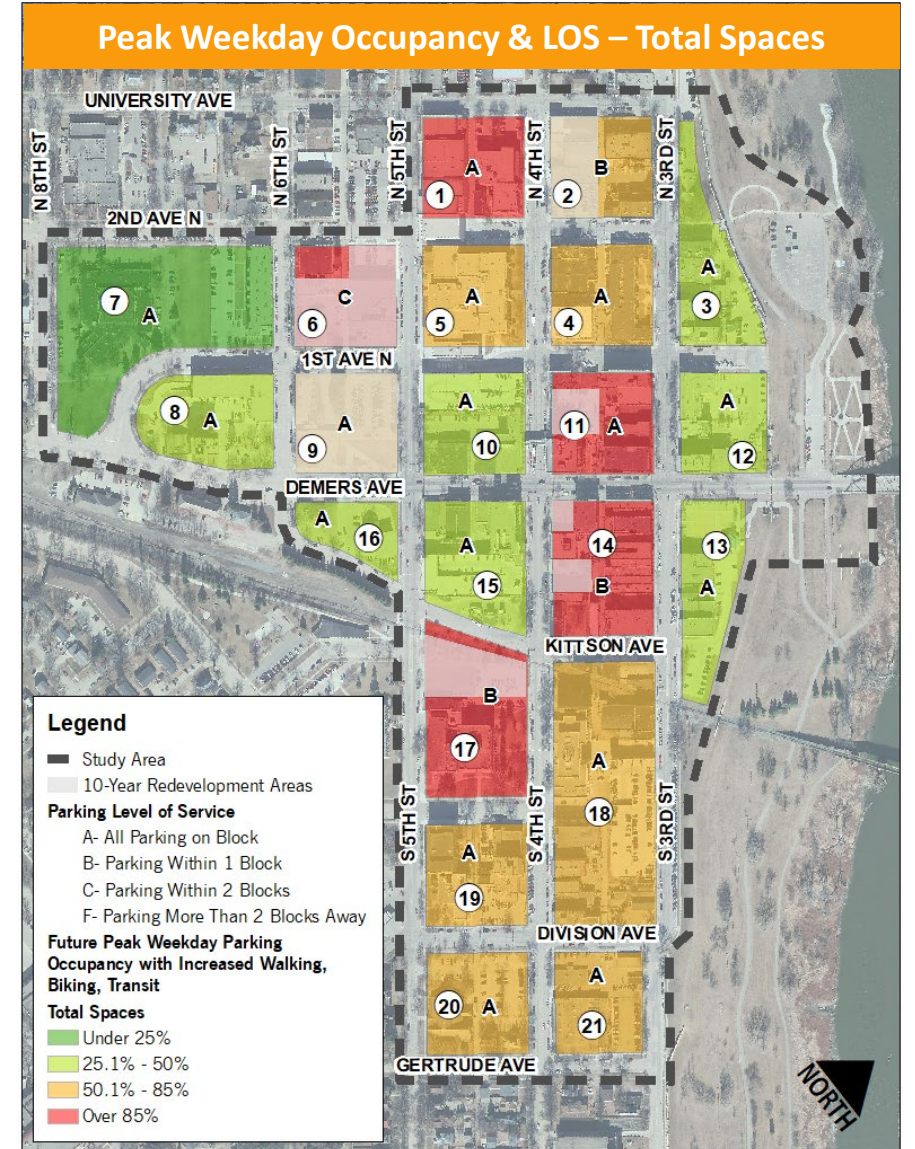
- Full Redevelopment
- Walking, biking and Transit trips to increase 2% per year
 - 13.9% of trips by 2030
- Reduced future parking demand on every block by 2.5%

Average Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Average Weekday	Public	2,325	910	39%	+1,415
Current Average Weekday	Total	3,665	1,440	39%	+2,220
10-Year Redevelopment with Walking, Biking, and Transit Average Weekday	Public	2,225	1,790	80%	+440
10-Year Redevelopment with Walking, Biking, and Transit Average Weekday	Total	3,645	2,305	63%	+1,340

Peak Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Peak Weekday	Public	2,325	1,205	52%	+1,120
Current Peak Weekday	Total	3,665	1,845	50%	+1,820
10-Year Redevelopment with Walking, Biking, and Transit Peak Weekday	Public	2,225	1,555	70%	+670
10-Year Redevelopment with Walking, Biking, and Transit Peak Weekday	Total	3,645	2,185	60%	+1,460



Autonomous Vehicle Impacts

Assumptions

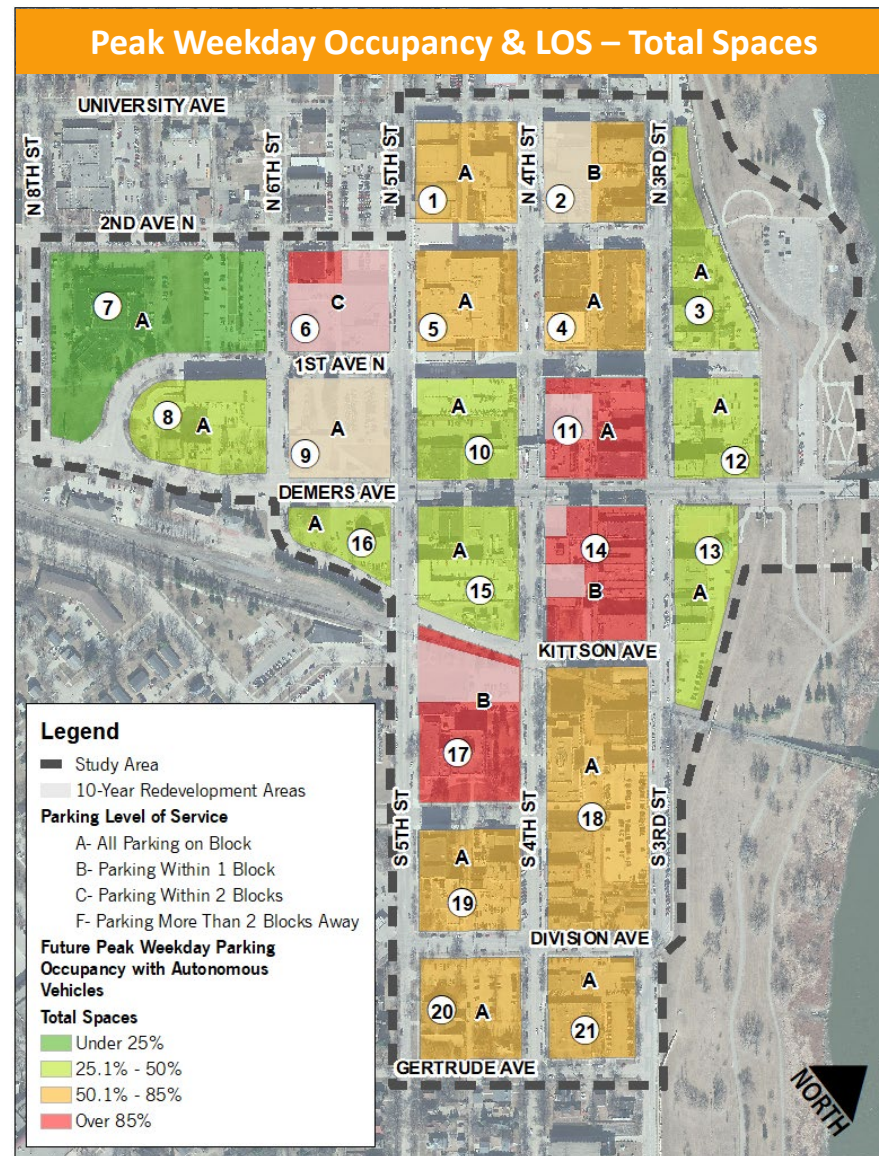
- Full Redevelopment
- Autonomous Vehicles will be 10% of vehicle travel by 2030
- Reduced future parking demand on every block by 10%
- No adjustments to walking, biking and transit

Average Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Average Weekday	Public	2,325	910	39%	+1,415
Current Average Weekday	Total	3,665	1,440	39%	+2,220
10-Year Redevelopment with Autonomous Vehicles Average Weekday	Public	2,225	1,650	74%	+575
10-Year Redevelopment with Autonomous Vehicles Average Weekday	Total	3,645	2,130	58%	+1,515

Peak Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Peak Weekday	Public	2,325	1,205	52%	+1,120
Current Peak Weekday	Total	3,665	1,845	50%	+1,820
10-Year Redevelopment with Autonomous Vehicles Peak Weekday	Public	2,225	1,435	65%	+790
10-Year Redevelopment with Autonomous Vehicles Peak Weekday	Total	3,645	2,015	55%	+1,630

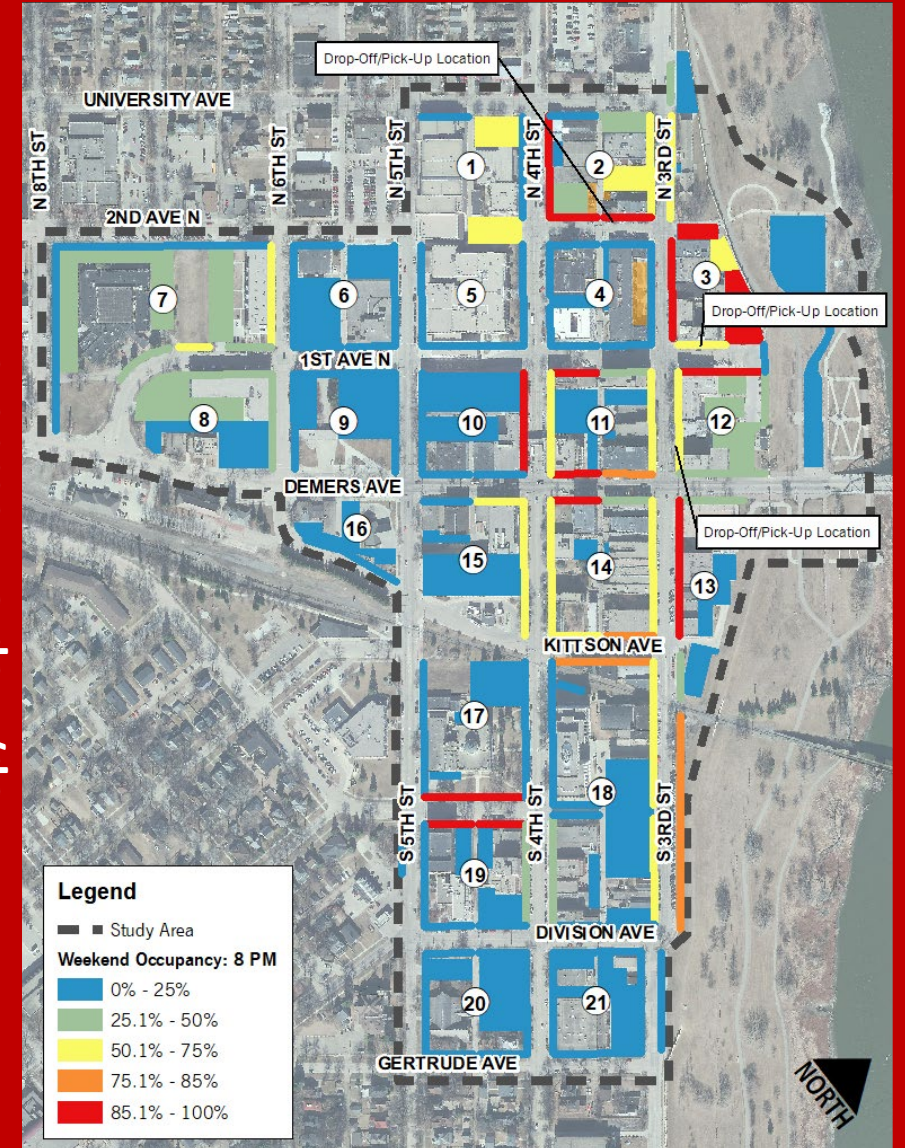


Increased Ride-Hailing and Car Services

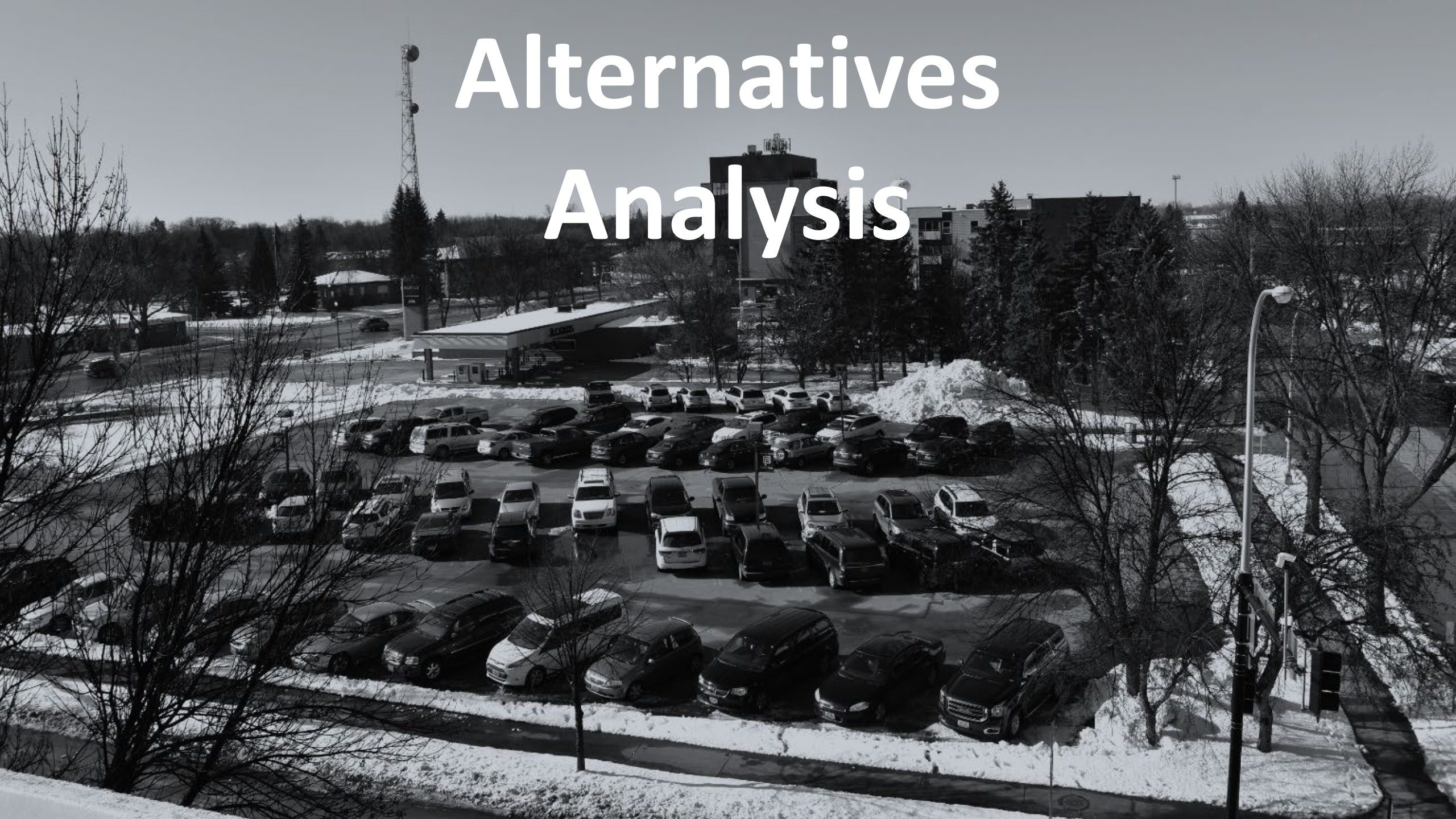
Impacts on Parking

- Less impactful than taxicabs
- Nationally use to supplant taxicabs, walking and biking
- Popular during evening and weekend
- Unlikely to supplant commute trips until parking demand increases
- May increase overnight trips

Weekend Evening Parking Demand and Current Pick-Up/Drop-Off Locations



Alternatives Analysis



Parking Perception vs. Reality: Marketing & Information

Marketing Campaign should include:

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



PARK ANNAPOLIS



PARKING LOCATIONS IN DOWNTOWN CHICO

[Download PDF of Downtown Parking Map](#)

- Smart Meter Parking
Up to 2-hour time limit, Pay by credit card or coin
- Metered Parking, 2-10 hour time limit, Pay by coin only
- Unmetered Parking
Time limits vary
- Smart Parking Lot
2-10 hour time limit, Pay at kiosk with credit card, cash, or coin
- Metered Parking Lots/Structure
2-10 hour time limit, Pay by coin only
- Accessible Parking
- Bike Parking
- Bike Route
- Bus Stop
- One Way Street



For customers, the surveys could include questions on:

- » How they got downtown?
- » If they drove, where did they park? Did they repark?
- » How many and which establishments they visited?
- » How satisfied they were with parking?
- » General demographics (age, general location of where they live)

For businesses, the surveys could include questions on:

- » How many employees they have and how they traveled to work that day?
- » Where do they park? Do they currently hold a parking permit?
- » Have you received complaints about parking?

Relaunch of Digital Parking Information:

- A dedicated parking website
- An interactive parking map

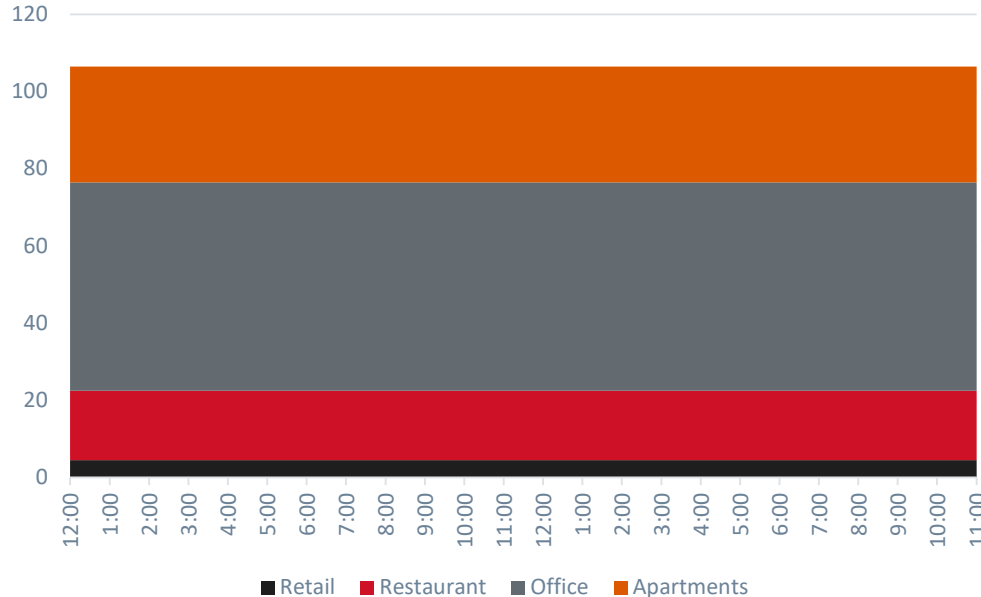


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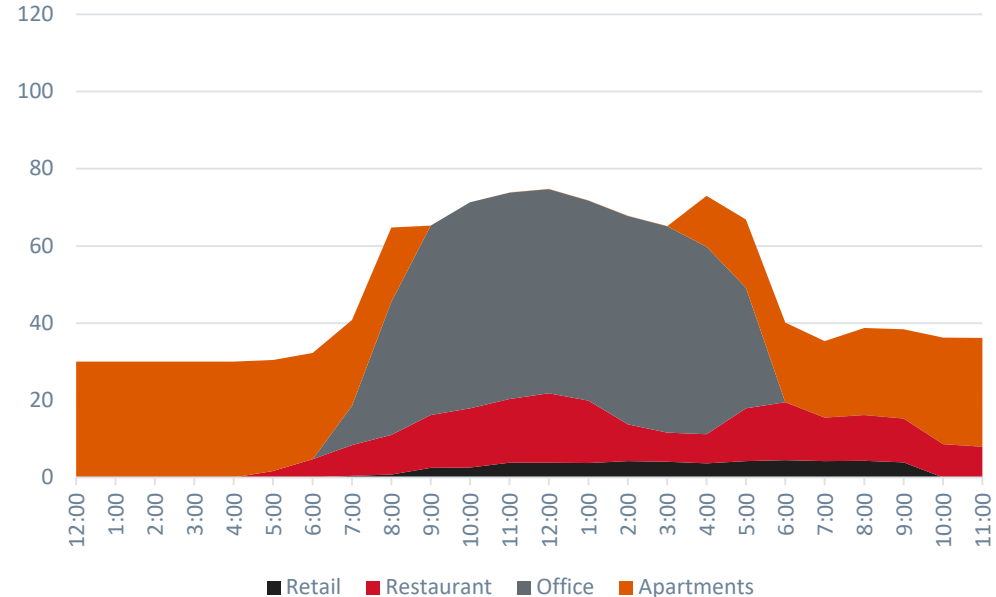
Single Use and Private Parking

- Create a shared parking toolkit, that includes model templates or agreements.
- Seek private sector partners to conduct a pilot program and document issues and successes.
- Incentivize shared parking by accepting private off-site shared parking in the current parking assessment calculations.

Flat Rate Parking Generation



Time of Day Parking Generation



Time of Day Calculations

Land Use	Current Parking Ratios for Assessments
Office/Banks	10 + 1 for each 500 square feet
Professional Offices	3.33
Medical Office	5.00
Retail	7.00
Retail/Secondhand, Used and Thrift	3.50
Retail/Furniture, Appliance	2.00
Mixed Used	NA
Automobile Service Stations	4 + 2/each service stall
Service/Beauty and Barber shops	5.00
Service	5.00
Grocery (Specialty Retail)	NA
High School	1/each teacher and employee and 1/each 5 students
Restaurant/Bar	6.66 for Bars
Hotel – per unit	1.00/room
Residential – per unit	1.00/each 2 units
Residential for elderly – per unit	1.00/each 3 units
Boarding and lodging/Dormitory	1/each 2 persons (boarding/ lodging) 1/each 4 persons (Dormitory)
Community/ Fraternal and Lodge buildings	0.50
Mortuary and Funeral parlors	2.00
Fitness Center	2.00
Church Synagogues and Temples	2.00
Theater – per seat	1/12 seats
Bowling Alley – per lane	
Government	
Manufacturing/Printers	
Warehouse	
*Parking Stalls per 1,000 gro	

- **Mixed-Use Development:**
- 100 Residential Units = 50 Spaces
 - 10,000 SF of Office = 30 Spaces
 - 5,000 SF of Retail = 35 Spaces
 - **115 Total Spaces**

	Apartment		Office		Retail		Total Demand
	%	Req	%	Req	%	Req	
12:00 AM	100%	50	0%	0	0%	0	50
1:00 AM	100%	50	0%	0	0%	0	50
2:00 AM	100%	50	0%	0	0%	0	50
3:00 AM	100%	50	0%	0	0%	0	50
4:00 AM	100%	50	0%	0	0%	0	50
5:00 AM	96%	48	0%	0	0%	0	48
6:00 AM	92%	46	0%	0	0%	0	46
7:00 AM	74%	37	19%	6	9%	3	46
8:00 AM	64%	32	64%	19	16%	6	57
9:00 AM	0%	0	91%	27	55%	19	47
10:00 AM	0%	0	99%	30	57%	20	50
11:00 AM	0%	0	99%	30	84%	29	59
12:00 PM	0%	0	98%	29	84%	29	59
1:00 PM	0%	0	96%	29	83%	29	68
2:00 PM	0%	0	100%	30	94%	33	63
3:00 PM	0%	0	99%	30	90%	32	61
4:00 PM	44%	22	90%	27	81%	28	77
5:00 PM	59%	30	58%	17	93%	33	79
6:00 PM	69%	35	0%	0	100%	35	70
7:00 PM	66%						
8:00 PM	75%						
9:00 PM	77%						
10:00 PM	92%						
11:00 PM	94%						

- **Mixed-Use Development:**
- 100 Residential Units = 50 Spaces
 - 10,000 SF of Office = 30 Spaces
 - 5,000 SF of Retail = 35 Spaces
 - **79 Total Spaces**

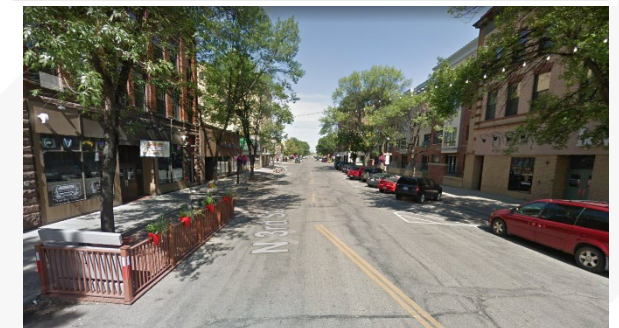
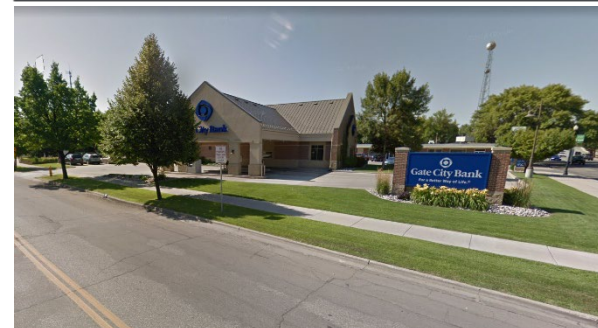
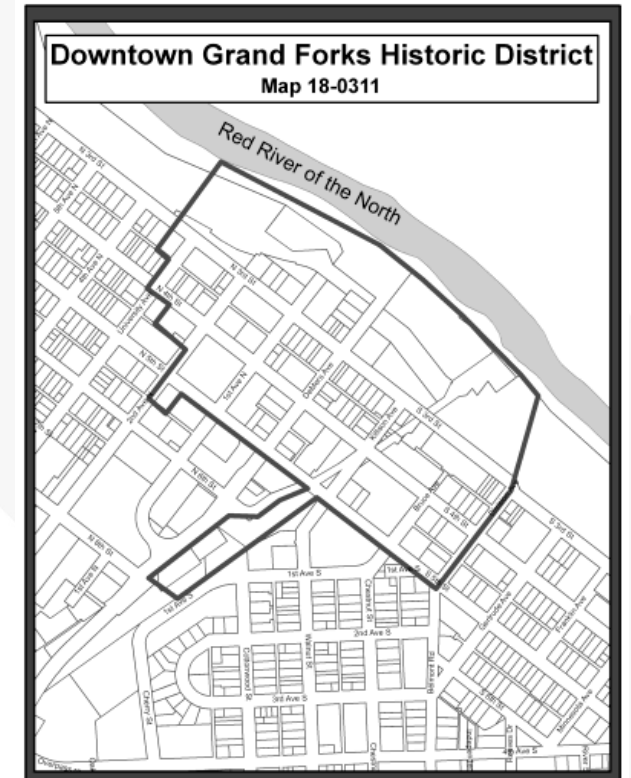
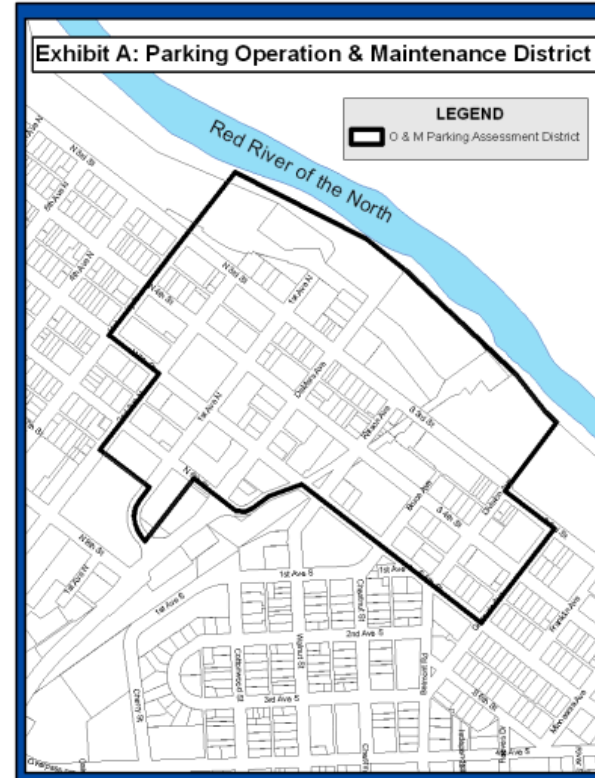
Permit Parking Processes

- Streamlining restricted times
- Simplify the permitting process
- Monitor permit utilization rates



Urban Form and Function

- Ordinances
- Parking Maximum
- Best Use of Downtown



Multimodal Mobility: Pedestrian Environment

Downtown is a half-mile long, and most pedestrians could walk that distance in about 15 minutes.

- Complete a full ADA evaluation for downtown
- Improve lighting and perceived safety to the Riverboat Road Parking Lot
- Alleyways
- Wayfinding with major destinations and walking time



Roberts Alley, Fargo

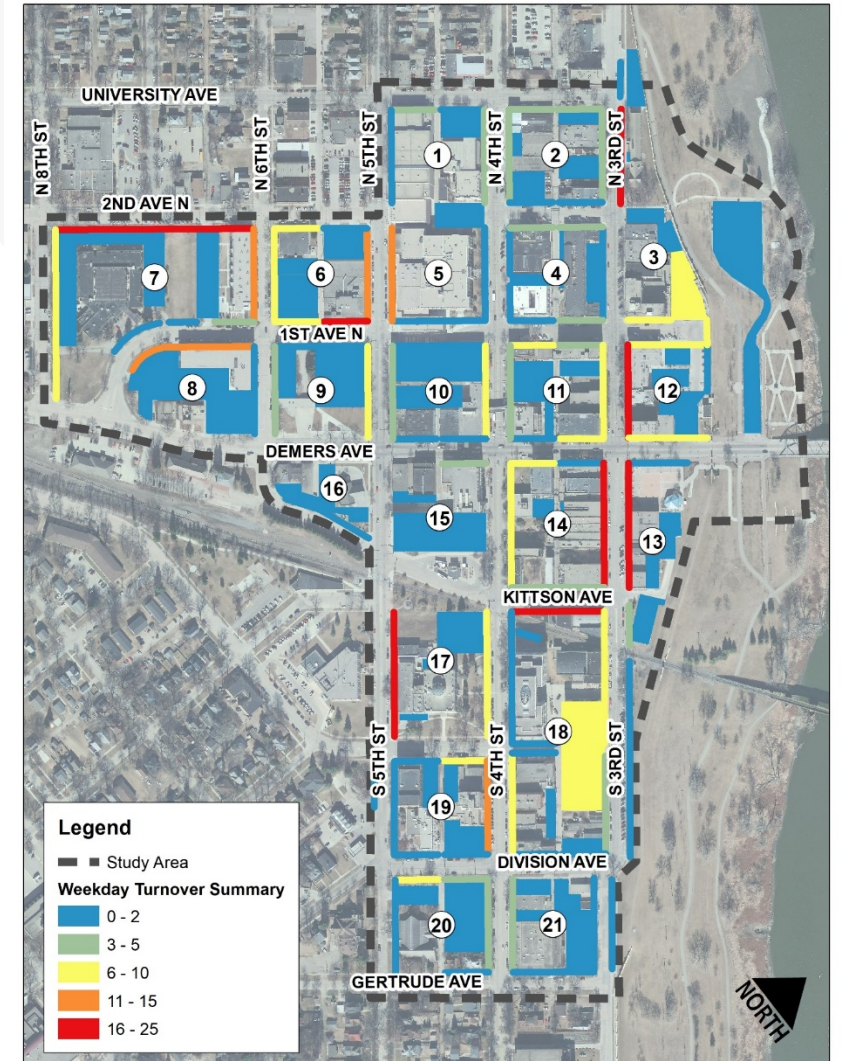
Multimodal Mobility: Grow Transit Attractiveness

- Pilot study of a high-frequency downtown circulator route
- Park and Rides at High Frequency Locations
- Business Incentives for Ridership
- Partnerships between CAT and Downtown Events



Enforcement

- Digital Tracking and Ticketing
- Graduated Parking Fine
- Additional Resources



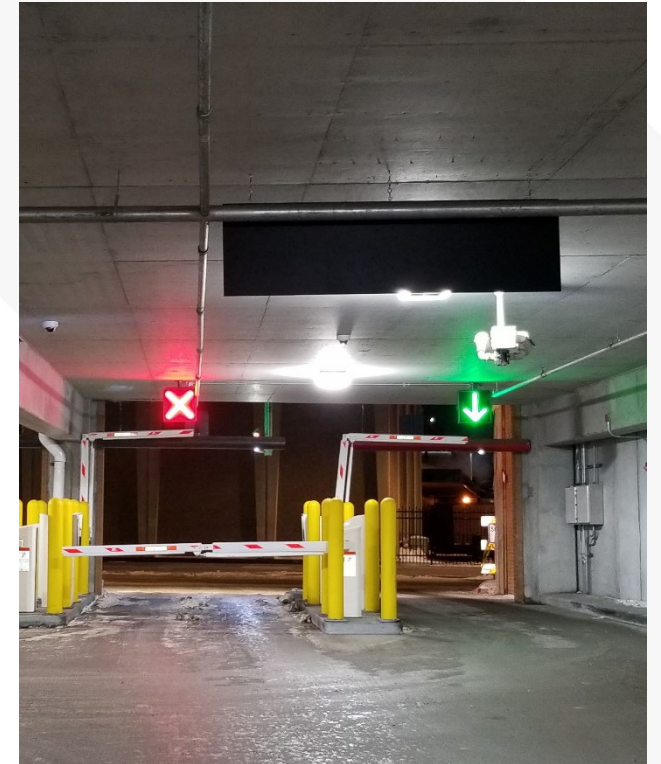
Investments in Parking Infrastructure

➤ Infrastructure Maintenance

- Regular maintenance programs
- Steep slopes
- Leakage issues

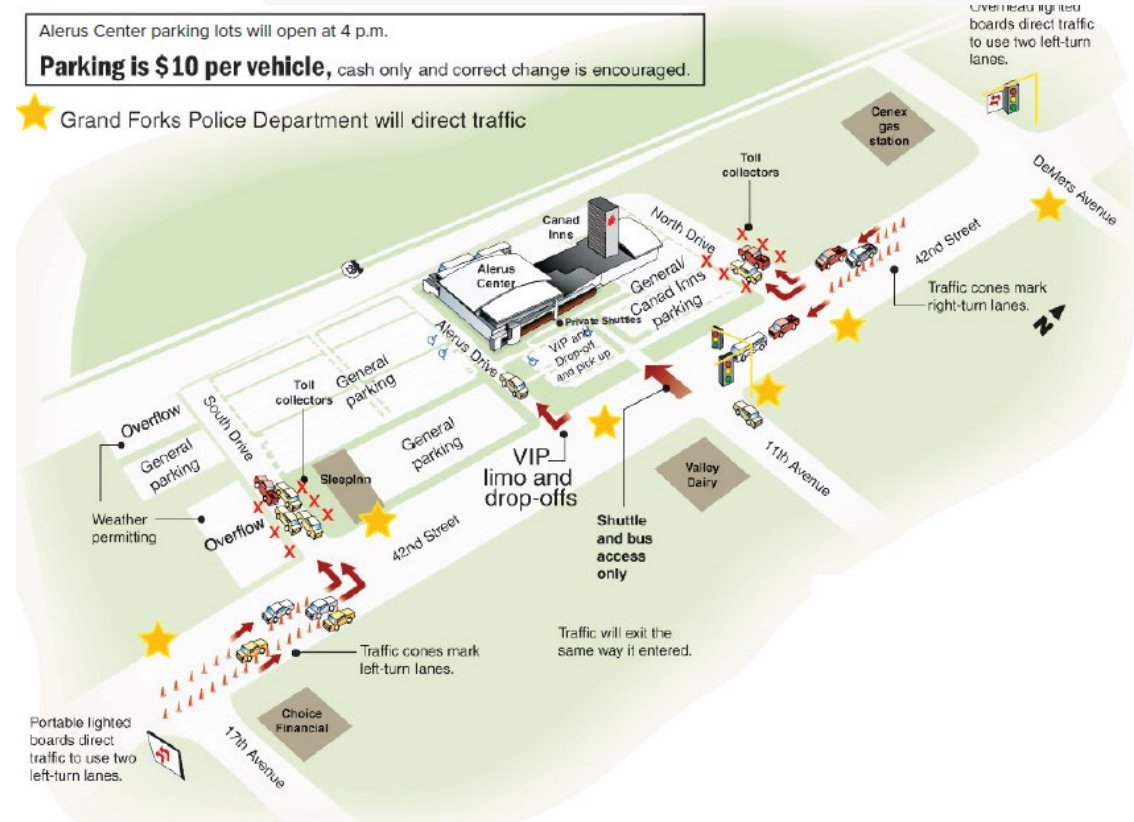
➤ Monetizing Parking Ramps

- First two hours free
- Raise gate arms during evenings and weekends
- Impacts to Traffic
- Reserved Parking Signage



Event Management

- Wayfinding
- Event Protocols
- Coordinated Parking Information
- Transit Incentives

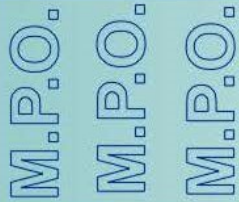


Marketing

- Website notification
 - MPO's Stakeholder List Email
 - Downtown Development Association Email List
 - Facebook posts
 - Flyer
 - Newspaper and press release
 - Others?
- Open House Style
 - Steering Committee Encouraged to Attend and Participate
 - May look to the Steering Committee to assist with some of the activities at the meeting

Overcoming Barriers

Strengthening Connections



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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: March 13, 2019

MPO Executive Board: March 20, 2019

RECOMMENDED ACTION: Progress Report on 2020-2023 TIP

Matter of the Progress Report on 2020-2023 TIP

Background: Basically, in December of 2018 the MPO had vetted all candidate projects for the next TIP. The purpose of this report is to inform everyone on the progress towards adopting the 2020-2023 TIP. The information is separated between Minnesota information and North Dakota information.

MINNESOTA

The NWATP has reviewed a draft ATIP. During the MPO solicitation for candidate project, none were submitted for consideration within the MPO Study Area. Information shared to the ATP concerning MnDOT financial planning revealed the following impacts. The adjustments to our program are related to three issues. 1) Inflation factors increased by 17% between last year and this year. So many of the project estimates increased resulting in projects being shifted back. 2) Secondly, MnDOT scaled back the District targets. For NWATP that meant a reduction of \$6M in FY 2022; reduction of \$7M in FY 2023 and a reduction of \$5M in the Chapter 3 Bonds. Overall, this was a decision of risk. The previous year's targets were aggressive and MnDOT was showing deficits in these outer years of the program. There was also the adjustment in the Federal obligation rate from 93% to 91%, which has effect on our revenue projections. Lastly, within the District, we had taken an aggressive approach to programming and had under budgeted a few of our projects. All of these issues led to a significant number of projects sliding back 1 year.

During the development and adoption of the 2045 MTP, a 2023 project was included into the short-range of the fiscally constrained list. Replacement of 3 traffic signals in the downtown area of East Grand Forks was identified. The draft ATIP does not list this project in the 2023 funding year. MnDOT still intends to replace these signals in 2023; however, the funding will come from fiscal year 2024.

NORTH DAKOTA

So far, NDDOT has only announce one program award. The City of Grand Forks was awarded Urban Program (Mainstreet) funds towards the reconstruction of N. 3rd St between DeMers Avenue and University Avenue. The award was up to \$2.45 Million in federal funds.

The rest of the programs are still under development or are awaiting Upper Management decisions. The hope is still to release awards soon so that a draft TIP can be promulgated in April.

Findings and Analysis:

- NONE

Support Materials:

- NONE

TABLE OF CONTENTS- UPDATE MARCH, 2019

TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION ACTIVITIES

CODE	AREA	TASK	%	COMPLETION DATE	
200.2	Public Participation Plan	Being scheduled to start mid-summer.			
3001	Functional Classification (Update)	Being scheduled to start mid-summer.			
300.1	ITS Regional Architecture (Update)	Just starting. Staff with Consultant have been preparing presentation to TAC in April.			
300.2	CORRIDOR PLANNING	US 2/US 81 Skewed Intersection Study	No Change.	20%	Aug, 2020
		Grand Forks Downtown Parking Study	KLJ visited with the Steering Committee to discuss future parking demand and potential parking improvements. A public comment meeting is being scheduled late March to early April.	60%	1-May-20
		MN 220 N Corridor Study	The third meeting of the Steering Committee for the MN 220 N Corridor Study was held on February 19, 2019. The meeting entailed a presentation and a discussion by the committee of the proposed alternatives as they were outlined in Tech Memo # 4	45%	31-May-19
		Downtown Transportation Study	Draft scope of work will be distributed in mid-March for partner review. Intent is to release RFP in April.		
		Traffic Count Program	Vision Camera Data Collection & Traffic Analysis Enhancements.	10%	ONGOING
		300.5	SPECIAL STUDIES EGF ADA Transition Plan	A final document is done but transit stop information is needed to be added. This will be done in June	95%
300.54	CAT/UND Shuttle Merger	Just starting. Staff has been researching and preparing public information materials in preparation of upcoming Open Houses	NA	NA	
300.6	PLAN MONITORING, REVIEW AND EVALUATION				
300.7	GIS Development				



North Dakota Department of Transportation

Thomas K. Sorel
Director

Doug Burgum
Governor

March 4, 2019

Earl Haugen
Executive Director
Grand Forks-East Grand Forks Metropolitan Planning Organization
P.O. Box 5200
Grand Forks, ND 58206-5200

METROPOLITAN TRANSPORTATION PLAN

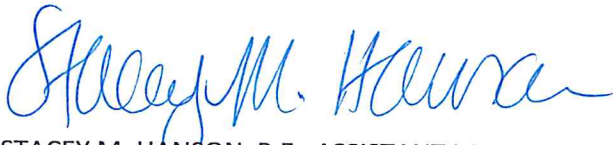
On February 22, 2019 the North Dakota Department of Transportation (NDDOT) received final copies of the Grand Forks-East Grand Forks Metropolitan Planning Organization's (MPO) elements to their Metropolitan Transportation Plan (MTP) update. The documents received consisted of the following:

- 2045 Update to the Metropolitan Transportation Plan Executive Summary
- 2045 Update to the Street/Highway Element
- Bike & Pedestrian Plan Element
- Transit Development Plan Update

The NDDOT has reviewed the final documents and are satisfied that all comments provided to the MPO have been addressed. On December 12, 2018 FHWA approved the MPO to carryover completion of their plan documents to February 2019 in order for the MPO to finalize all of the approval stages with your local partners.

With the adoption of the MTP by the MPO and local jurisdictions and the submittal of final documents to the NDDOT the MPO has completed their MTP update by the prescribed deadline date of January 31, 2019; with approved carryover into February 2019. As you know, the MPO must complete an MTP update every 5 years with the next deadline for the MPO now set at January 2024. Please make all efforts to complete this plan update by the identified deadline.

If you have any questions please feel free to contact me at 701-328-4469 or Michael E. Johnson at 701-328-2118.



STACEY M. HANSON, P.E., ASSISTANT LOCAL GOVERNMENT ENGINEER

38/mej

- c: Steve Salwei, NDDOT Transportation Programs Director
- Richard Duran, FHWA – ND Division
- Ranae Tunison, FTA Region 8
- Bobbi Retzlaff, MnDOT
- Andrew Emanuele, FHWA – MN Division
- William Wheeler, FTA Region 5