



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

**TECHNICAL ADVISORY COMMITTEE MEETING**

**WEDNESDAY, SEPTEMBER 11<sup>TH</sup>, 2019 – 1:30 P.M.**

**EAST GRAND FORKS CITY HALL TRAINING ROOM**

**MEMBERS**

Kadrmass/Peterson \_\_\_\_\_  
 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 AUGUST 14<sup>TH</sup>, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF APPROVAL OF 2019 NORTH DAKOTA SIDE FUNCTIONAL CLASSIFICATION MAP ..... KOUBA
6. MATTER OF DISCUSSION ON EXISTING PLUS FUTURE FUNCTIONAL CLASSIFICATION ..... KOUBA
7. MATTER OF DISCUSSION ON NEW PROPOSED SAFETY TARGETS ..... VIAFARA
8. MATTER OF PRESENTATION ON TRAFFIC COUNT PROGRAM..... A.T.A.C.
9. OTHER BUSINESS
  - a. 2019 Annual Work Program Project Update
10. ADJOURNMENT

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

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, August 14<sup>th</sup>, 2019  
East Grand Forks City Hall Training Conference Room**

**CALL TO ORDER**

Earl Haugen, Chairman, called the August 14<sup>th</sup>, 2019, meeting of the MPO Technical Advisory Committee to order at 1:30 p.m.

**CALL OF ROLL**

On a Call of Roll the following members were present: David Kuharenko, Grand Forks Engineering; Stephanie Halford, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Nancy Graham (Proxy For Darren Laesch), MnDOT Planning Engineer; Ryan Riesinger, Airport Authority; Jason Peterson, NDDOT-Local District; Nick West, Grand Forks Highway Engineer; Brad Bail, East Grand Forks Engineering; and Michael Johnson (via conference phone), NDDOT-Local Government.

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

Guest(s): Patrick Hopkins, MnDOT.

Staff: Earl Haugen, GF/EGF 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 JULY 10<sup>TH</sup>, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE**

***MOVED BY ELLIS, SECONDED BY BAIL, TO APPROVE THE JULY 10TH, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.***

***MOTION CARRIED UNANIMOUSLY.***

**MATTER OF APPROVAL OF FY2020-2023 T.I.P.**

Haugen reported that the action being requested today is to hopefully forward a recommendation to the MPO Executive Policy Board that they approve the FY2020-2023 T.I.P. document.

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Haugen stated that staff did advertise for a public hearing to be held at this meeting, as well as allowing for any comments or recommendations to be submitted before noon today.

Haugen opened the public hearing. There was no one present for discussion and no comments or recommendations were submitted. Haugen closed the public hearing.

Haugen commented that included in the packet was the public meeting notice as well as the 80+ page document. He said that instead of going through all those pages he tried to highlight what is in this T.I.P. versus the previous T.I.P.

Haugen referred to a slide presentation (a copy of which is included in the file and available upon request) and went over the information briefly.

Haugen explained that the roll of the MPO is to ensure projects are consistent with our Long Range Transportation Plan and that the projects are prioritized within its proposed funding program, and to make sure that we have projects both not just in Grand Forks or East Grand Forks but also within the MPO study area.

Haugen stated that this is a 12-month process, so as soon as we adopt this T.I.P. we will start soliciting for the next T.I.P. He added that an important thing to note is that once the MPO and State agree on a T.I.P. it cannot be changed unless an amendment is approved; and it is only in the S.T.I.P. for reference purposes.

Haugen commented that some unknowns include the fact that the FAST Act expires in September 2020. He stated that we are currently focused on the “State of Good Repair”, the National Highway System, and funding levels. He added that chances are they will probably continue these focuses, but it appears they may change some, such as an emphasis on safety, etc., so all the funding levels that affect the current T.I.P. could be changed so what we do is subject to further action.

Haugen reported that on the North Dakota side we are funding \$85 million dollars and on the Minnesota side \$16 million dollars during the four years, so just over \$100 million dollars in transportation projects being programmed. He went over each category:

**Transit Operating**

North Dakota side we are assuming that the CAT/UND Merger will take place in the fall of 2020 so the operating dollars for the Grand Forks side shows that increase for cost, but it also shows UND’s revenue as well.

Minnesota side is increasing their federal participation from the current T.I.P.

**Transit Capital**

North Dakota has had a lot of capital solicitation and awards this past year. They

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were just awarded their 5339 and 5310 programs. All capital funds are coming from essentially these two federal programs.

Minnesota side all capital funds are coming from their annual 5307 or, in one case, they are flexing some federal highway dollars into the transit.

Ellis commented that one thing to make note of on the capital funds on the Minnesota side is that they are doing a four-year solicitation now for capital and facilities, so she submits her vehicle inventory based on what they think their useful life is. She explained that you do the application for four years and then if they approve of what your vehicles and/or requests are they do a yearly contract, but she doesn't have to apply for it every year. She added that one bit of confusion is that they have a vehicle in the T.I.P. under 2022 based on the mileage but they have that same vehicle under 2023 because of the 7 year useful life, but their mileage will exceed what it should be, so when she applies this time she will see when they actually will award it and then we will either have to amend the T.I.P. or leave it as is. Haugen said that he doesn't recall, but one of the projects has flexed those highway dollars. Ellis stated that it is in her ten-year capital plan for Minnesota so it could be flex monies, but she is applying for it through Minnesota, but they can figure that out.

#### Transportation Alternatives

There is a little difference between how each State operates; North Dakota, for the first time did a two year solicitation, it was a one-time only two year solicitation, and from now on it will be done annually; whereas on the Minnesota side they are only soliciting one year, and it is always the last year of the S.T.I.P. cycle.

On the North Dakota side two candidate projects were awarded funds, and on the Minnesota side there were no projects submitted.

#### H.S.I.P. Projects

No projects were submitted.

#### North Dakota Urban Projects

This is the Main Street Initiative. There was one project submitted and one project awarded out of Grand Forks, and it is North 3<sup>rd</sup> Street Reconstruction between DeMers and University. In 2021 this project has federal funds assigned to it.

#### Current T.I.P. Years

There are always three years in the current T.I.P. that are included in the new

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T.I.P.; there have been some shifting and adjustments made, they are:

**HSIP**

- 1) moved from 2019 into 2020 project to install red light running and blackplates.

Haugen reiterated that, as the staff report pointed out, as soon as we adopt this T.I.P. there will likely be an amendment to it. He explained that there are some urban road funds being moved to the regional program, etc., that the paperwork is not worked out yet, so we understand it is coming forward but we have to adopt a T.I.P. and follow-up with an amendment for at least that project.

**Urban**

- 1) Funding University Avenue now in 2020; will need T.I.P. amendment to transfer funds form University Mill/Overlay to Regional Project; Project too late for this T.I.P.; \$250,000 in federal money in play.

**Regional**

- 1) There is a project out on U.S.#2 from North 69<sup>th</sup> street west to GFAFB in both directions that they have gone back and forth a few times on what the scope of work should be and this T.I.P. will now identify it as a concrete overlay where before it was an asphalt overlay so the cost increased considerably, thus there is a change in pricing. Only three miles of the project are within the MPO study area.
- 2) Delay in the U.S.#2 Mill and Overlay project as a result of this cost increase so to make the T.I.P. fiscally constrained we are moving this back to 2023 instead of 2021.

**Interstate**

- 1) The Interstate Urban Priorities Process is a new process the NDDOT has initiated to help them select project on the interstate in urban areas. The solicitation for projects is a bit different from the other solicitations for the alternatives, the HSIP, the Urban Roads, etc.
- 2) The process did come up with funding for the southeast ramp on Gateway Drive for traffic signal enhancements so there is a better flush off the interstate.

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- 3) There was a request to do a NEPA document for 32<sup>nd</sup> Avenue South Congestion issue, but it hasn't yet been funded.

Haugen reported that on the Minnesota side the current T.I.P. projects include a project that MnDOT added in 2022 to implement some short-term recommendations from the recent Mn220No Study.

Haugen commented that the New T.I.P. Year is 2023:

North Dakota Side

Local

- 1) The Columbia Road Overpass was not programmed, and as we noted the cost was significantly higher, so if that is the project the City wishes to pursue in the future, we will have to do some adjustments to our financial plan.

Regional

- 1) None

Minnesota Side

- 1) There had been discussion about traffic signal replacement for the Downtown – Study is indicating a need for right of way so there is a delay in implementation, it will not happen in 2023.

Haugen stated that we are always looking to see what the next big project might be for one year beyond our T.I.P.

Haugen said that on the North Dakota side there was a subsequent follow-up request to do a NEPA document at 32<sup>nd</sup> Avenue South for a congestion relief project and reconstruction of South Washington Street.

Haugen commented that on the Minnesota side there is the downtown traffic signals and a possible US2/US220 North intersection improvement.

Haugen reported that there are some illustrative projects. He explained that on the North Dakota side their S.T.I.P. terms these projects “pending”, although federal regulations identifies them as illustrative. He stated that the projects are:

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- 1) Traffic signal rehab projects, one on the Urban Roads network and one on the Regional Roads network.
- 2) A fairly small chip seal project, a \$1,000 project on USBus2 (North 5<sup>th</sup> Street), but fiscal constraint wouldn't allow it to be on the programmed side so it is still looking for \$100,000.

Haugen referred to a map and explained that it is a map of the projects in relation to our environmental justice areas, and the years they occur. He also referred to a table that is located in the document that shows year by year funding for the major programs.

Haugen referred to the appendices of the T.I.P. document and pointed out that it includes the 2019 Projects and their status. He stated that several of the transit ones are still waiting for some obligations to take place related to the bus barn project, otherwise the remaining projects are either obligated, set to bid, or they are shown in the current T.I.P. as being obligated in 2020.

Haugen commented that last we have the T.I.P. document condensed and shown in MnDOT's preferred ATP style.

***MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2020-2023 T.I.P., AS PRESENTED.***

***Voting Aye: Riesinger, Johnson, Kuharenko, Peterson, Ellis, Halford, Graham, West, and Bail.***

***Voting Nay: None.***

***Absent: None.***

**MATTER OF APPROVAL OF A.T.A.C. TRAFFIC COUNT ADDENDUM**

Haugen reported that this item is for work that A.T.A.C. does to keep our traffic counting program up-to-date on the video detection equipment and traffic signals. He referred to the packet and pointed out that a copy of the addendum that will officially authorize them to get these signals into the program. He stated that there are six of them that are part of this addendum, and they are:

- 1) South Washington and 44<sup>th</sup> Avenue South
- 2) South Columbia Road and 36<sup>th</sup> Avenue South
- 3) South Columbia Road and 40<sup>th</sup> Avenue South
- 4) Gateway Drive and North Washington Street
- 5) Gateway Drive and North 55<sup>th</sup> Street
- 6) DeMers Avenue and Columbia Road West Ramp

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He commented that we know that some traffic signals may not physically be in place for this year, but this work will cover the time to the completion of the signals installed so that we can get the cameras counting for us as well.

Kuharenko referred to the second page of the addendum and pointed out that #3 states four vision intersections instead of six.

***MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE A.T.A.C. TRAFFIC COUNT ADDENDUM SUBJECT TO THE CORRECTION NOTED.***

***Voting Aye: Riesinger, Johnson, Kuharenko, Peterson, Ellis, Halford, Graham, West, and Bail.***

***Voting Nay: None.***

***Absent: None.***

Haugen stated that they are trying to get A.T.A.C. to come here and give a presentation on the status of our traffic counting program. He added that there are some new reports and new websites that are being designed with the current scope of work and part of their presentation will show a big difference between the new video capture versus the previous video captures and how that is helping immensely with the program. He hopes that this will be on the agenda either next month or in October.

**MATTER OF UPDATE ON DOWNTOWN PARKING STUDY**

Haugen reported that this study is near completion; they did have their final steering committee meeting and did receive concurrence from committee members that they are satisfied with the draft document.

Haugen stated that he will just go over some of the short-term improvements that are being recommended, and some are already being pursued. He pointed out that they are placed into key categories, and added that you can see the two different supports for them, there is the public support percentage that they received from the various public input meetings and then there is the steering committee's support percentage as well.

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

Presentation ensued.

Ellis commented that she agrees with the Steering Committee that the signage and directional information for the parking ramps and such are a little confusing and aren't as clear as they need to be so she does agree that that should be a short-term fix. She said that when you drive into one the first thing you see is all these different permitted spots and you aren't sure if you are



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supposed to go to another floor, or when you are supposed to, or even where they are at, so that is something that should be addressed.

Information only.

**MATTER OF FUNCTIONAL CLASSIFICATION MAP UPDATE**

Kouba reported that they sent the first map to the NDDOT to get some clarification on what they are looking for with stubs, especially in relation to those on frontage roads. She stated that she felt that the consensus from the Technical Advisory Committee was that they would like to keep those frontage roads as functionally classified roads, so we need to try to get an understanding of, if we chose to continue to keep them functionally classified, what would the reaction be from the NDDOT. She said that they haven't actually received a response, but maybe Mr. Johnson could give us some clarification on his e-mail in regard to possibly keeping them functionally classified.

Johnson responded that what he said in his e-mail was that they are, in most cases, are excluding frontage roads and stub outs; aka meaning if you want to have them on the functionally classified system, and they are stub outs, that should be okay, but they would look at each location. He explained that the reason for that is that in most situations they are going to the highway, and they have been treating them in the past as a roadway that takes traffic to the highway; and recent information from Federal Highway has stated that unless a frontage road is functionally classified you do not use federal funds on it, which we kind of knew, so they are the exception of the stub definition because they are a vital element to main line systems and they are okay with them being on there and the same with the stubs, and he would say that in most cases they obviously look at every single one of them and make sure that they frontage roads.

Kouba said then that our understanding of those frontage roads is that we will keep them classified. Kuharenko commented that he would think that would be correct.

Kouba stated that she also attached a map with the updates that we discussed at our last Technical Advisory Committee, including those county highways. She asked if anyone felt there was anything else that needed to be changed or updated or have further discussion held. She said that she knows that in the downtown area they kind of split it at University, especially those one-way pairs of 3<sup>rd</sup> and 4<sup>th</sup>.

Kuharenko commented that we might look at connecting some of these other current stub outs, such as 34<sup>th</sup> and 47<sup>th</sup>, and is that when we would have to go through and do an amendment to this, correct. Kouba responded that that is correct. Kuharenko asked what the typical timeframe is, or what is the process for that. Kouba responded that they are talking about when you are struggling to look at building that connection, you are probably going to want to use federal funding for the most part, and as a major connection into the system you are going to want to have it in the T.I.P. and then they can move it forward through that function. Kuharenko asked if they are doing this as a locally funded only project would they still need to put it through the T.I.P. in order to get it done. Kouba responded that that is their understanding. Johnson

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commented that that isn't exactly true; if you are going to build it with local funds you can request to add it to the functional classification at any time; the only tie to the T.I.P. is that they can only add roads that are going to use federal funds to the functional classification system in the T.I.P. years.

Kuharenko asked what the process is to add those new roads that they would be constructing if they are doing them locally funded only into our functionally classified map, what is the process for that and what is the timeframe for that. Johnson responded that it would be very similar to what you are doing right now; you would submit a request to the MPO to add that roadway to the functionally classified system, and they would go through and do the local process to review and approve it at your board and then submit everything to NDDOT for consideration of your new mileage updates and changes.

West commented that he thinks that South Columbia Road, south of 12<sup>th</sup> Avenue, could also be a major collector, similar to Washington Street.

Haugen said that he is wondering if there is discussion on the minor arterial designation on 4<sup>th</sup> and 3<sup>rd</sup> Street, north of DeMers, if there was any thought on at least that first block of Kittsen, and how to classify them south of DeMers. Haugen stated that perhaps after the Downtown Transportation Plan is approved we may want to talk about changing that designation.

Haugen reported that essentially what the Technical Advisory Committee is settling on is; if they are functionally classified they would prefer to not have them unclassified; so some short stub like the one on 1<sup>st</sup> Avenue would fall under that classification, same with the one on 6<sup>th</sup> Street, etc. Kuharenko asked if, at one point in time, wasn't that block of 1<sup>st</sup> Avenue North between 4<sup>th</sup> and 5<sup>th</sup> part of the classified road system. Kouba responded that it was, adding that it was declassified when the extension of the school was done.

Haugen commented that we don't need a decision right now. He added that another thing that they have to talk to NDDOT about is exactly what they want shown on the map. He said that they seemed to like to see the Urbanized Federal Aid Boundary only on the Grand Forks Functional Map, so they will follow up on this issue. He stated that they aren't showing it yet, but they know that there will be a map that shows future functional classifications, so that will be our main topic at our next meeting.

Kouba referred to a slide with tables and explained that, while the NDDOT wants to see the Urban Area, we want to show the full MPO area as well, the first set of tables shows both the Urban and the MPO area mileage and percentages of each functional class. She said that they also included two other sets of tables from the FHWA Classification Procedures and Concepts. She explained that last month there were some questions on what kind of defines each of the categories besides just the mileage, and these tables are good references points for those questions.

Haugen stated that one of the big influences for the percentages is actually the growth of the local roads networks, and so they are taking in a larger percentage of the overall classification, so

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it is lowering, just be that natural causation of more local roads being built, so local mileage goes up but typically the functionally classified ones aren't impacted much.

Haugen reported that based on this discussion, this map is still showing each and every one of those as collectors; we just had a little discussion about some of the downtown areas; change on 17; and then next month we will have our map in more of a approval format, plus show the future classification designations. He added that you will be hearing from staff between now and September on this.

Kouba asked Mr. Johnson saying that the MPO was presenting the Urban Area, what about the other areas, the Rural Areas, the County Areas outside of the Urban Area but inside our MPO boundaries. Johnson responded that those would be tied in with our County staff. He explained that in terms of federal aid they only look at TMPs, or if there are any changes that the County wants to make with regard to their CMC route that are inside the MPO planning boundary but outside the Urbanized Area, those would be coordinated to our County side. West commented that all the county roads are CMC routes. Kouba said that a lot of the changes from County Road 5 from Gateway to 32<sup>nd</sup> Avenue is currently major collector so in order to make a change to it the County would have to make the request to change it to a minor arterial, which is what was discussed last month.

West stated that on the County system they don't have arterials, it is either a CMC (County Major Collector) or it is nothing, as far as the federal system goes. Haugen commented that he thinks that what he was sharing was that there are no changes to our rural classification system. West agreed, adding that whether it is called a minor arterial or county major collector, on the County System it doesn't exist, to his knowledge; it is either in their federal aid route or not, that just the only designation. Johnson commented that that is what most counties do, but what they have seen some other counties do is they actually maintain a county-wide functional classification system that goes from principal arterial minor to collector down to local, for their own purposes and it is just managed by them but then they have a separate local county federal aid route that is used with the DOT for federal aid projects, so that is an option that you have.

Haugen said that both cities have separated out their functional class as an access control map; they have their own separate individual access control map, and Polk County probably has their own as well, so there might be a need to revisit your individual access control map based on these functional class. West commented that most of what they call the gray area is controlled under City zoning already anyway, except for the last mile of County 5.

Information only.

**OTHER BUSINESS**

- a. 2019 Annual Work Program Project Update

Haugen pointed out that they did include the monthly update on the work activities.

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Kuharenko said that there are four projects on here that are past their original completion dates, do we have to project a completion date for those four projects. Haugen responded that the functional class may or may not be ready in September. Kuharenko asked about the Skewed Intersection Project. Haugen said that he would ask that Ms. Kouba get back to us on the status of that project. Kuhrenko stated that there is also the Downtown Parking Study and the CAT/UND Shuttle Merger projects as well. Haugen responded that the Downtown Parking Study is waiting for direction from City Staff, so until they give us some direction he wouldn't be able to give a completion date but the final report has been drafted to the committees satisfaction. Kuharenko asked who from the City are they waiting on comments from. Haugen responded that they aren't waiting for comments, they are waiting for direction from the Planning Department. Kouba stated that they are probably looking at October for the UND/CAT Shuttle Merger. Haugen added that there is a phone call on Friday to get the required personnel together to work this out.

Information only.

b. Oral Briefing On Future River Crossings

Haugen reported that they did have a joint County Commission meeting last week to get their thoughts on the Merrifield location; tepid would be his description of their response to the presentation. He stated that he thinks there is an acknowledgment that there is perhaps is a need, but there is also an acknowledgement of the needs of the counties as well.

Haugen said that there is a meeting on the Grand Forks side to discuss intra-city bridge locations. He explained that there is a meeting tonight for Wards 3 and 4 at Lewis and Clark, and there may or may not be another meeting for Ward 5 later this month as well. Halford asked if Mr. Haugen would be presenting information at the meeting tonight. Haugen responded that he would.

Haugen commented that the MPO Executive Policy Board did, on 32<sup>nd</sup> Avenue, table a motion to have it on their August agenda, but it will still show up their August agenda however he doesn't think they will be in a position to finalize something and move it forward, but it will be on their agenda for discussion on the RFP for a Bridge Feasibility Study at that site, so there will be some discussion.

Information only.

c. Oral Briefing On Skewed Intersection Public Meeting

Kouba reported that they held the second public meeting for this study and presented alternatives. She said that there was a pretty good turn-out at the meeting, especially from business owners along the corridor itself. She stated that they are still collecting comments about the alternatives that were presented, from the public, and they did get some good input from the meeting itself, and hopefully will continue to receive more from the public.

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**ADJOURNMENT**

***MOVED BY ELLIS, SECONDED BY HALFORD, TO ADJOURN THE AUGUST 14<sup>TH</sup>, 2019  
TECHNICAL ADVISORY COMMITTEE MEETING AT 2:26 P.M.***

***MOTION CARRIED UNANIMOUSLY.***

Respectfully submitted by,

Peggy McNelis,  
Office Manager



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

**RECOMMENDED ACTION: Approval of the North Dakota side Functional Re-Classification.**

Matter of the Approval of the North Dakota side Functional Re-Classification.

**Background:**

In May Functional Re-Classification was introduced, particularly for the North Dakota side. Minnesota was asked to look over their side. The answer they returned was that with the 2014-2015 review process they did the changes at that time and there was no real change that was necessary. For this Functional Re-Classification we will only be discussing changes in North Dakota.

NDDOT has provided comments and guidance for this process. The first is future extensions will not be shown unless they are in the TIP. This way partners and the public are informed about Federally funded projects, as well as locally funded projects that are regionally significant. The second is functionally classified roads need to connect to other functionally classified roads. The thought being that the end of road is not functioning to the level of the sections that are connected to other functionally classified roads. The last is that boundaries like city limits and urban area do not demand a change in functional classification.

A map was created that took out the future extensions and the stubs that are not part of the frontage roads. After talking further with NDDOT they will be looking for some of the currently classified frontage roads to change classification because they do not connect to other functionally classified roads. This also brought up the issue of crossovers. If the crossovers are part of the frontage road and connect to other functionally classified roads, they allow for the frontage road to stay classified. Even with this consideration there are quite a few frontage road sections that would be considered stubs. There is still conflicting guidance on how to deal with frontage roads that NDDOT needs to clear up. A map of various locations where frontage roads are being considered stubs by some was sent to NDDOT. The question is can they be classified because they are frontage roads even though they do not connect to another functionally classified road on both ends of the road?

At the July TAC meeting a good discussion about many of the classified roads happened. The changes were made that were discussed at the meeting. An updated map was created and the number of miles & percentages in each category was calculated. MPO staff asked our partners to look over the updates and discuss them at the August TAC meeting.

With no other changes desired from our August TAC meeting, staff is presenting the final Functional Classification map that will go to NDDOT for approval. Staff recommends approval of Functional Classification Map

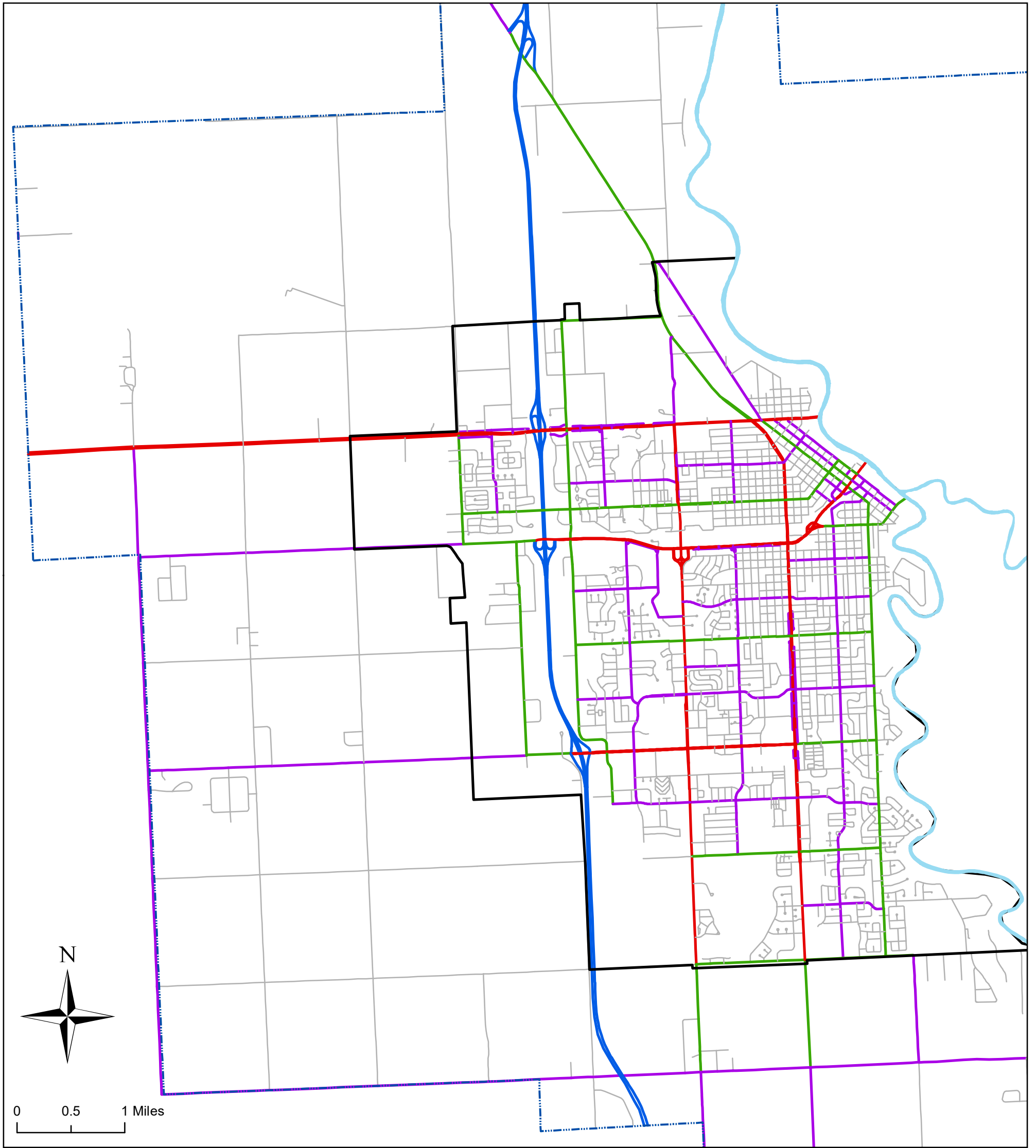
**Findings and Analysis:**

- The functional classification needs to be reviewed and updated.
- FHWA updated their guidance in functional classification and this will be the primary guide used. Each state has promulgated state specific guides that will be followed.
- The Minnesota side was recently updated so the review will be limited.
- The North Dakota side will require more review due to this being the first update under the new guides.
- The Work Program has identified this activity being done this year.
- Staff recommends approval of the Functional Re-Classifications.

**Support Materials:**

- Final Functional Classification Map
- Table of changes
- Table of mileages and percentages.

# 2019 Functional Classification Grand Forks, North Dakota



- Interstate
- Principal Arterial
- Minor Arterial
- Collector/Major County Collector
- Local

- Adjusted Federal Aid Urbanized Area
- MPO Study Area
- Water

\_\_\_\_\_  
MPO Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
North Dakota Department of Transportation

\_\_\_\_\_  
Date



Total Road Mileage Difference Grand Forks MPO Area 2019			
Functional Class Types	MPO		Changes
	2010	2019	
Interstate	16.4	16.2	-0.2
Principal Arterial	24.4	24.4	0.0
Minor Arterial	37.0	33.8	-3.2
Collector	52.4	61.8	9.4
Local Roads	224.5	249.4	25.0
<b>Total Road Difference Yearwise</b>	<b>354.6</b>	<b>385.6</b>	<b>31.0</b>

Total Road Mileage Difference Grand Forks Urban Area 2019			
Functional Class Types	Urban		Changes
	2010	2019	
Interstate	10.0	10.0	0.0
Principal Arterial	21.4	21.4	0.0
Minor Arterial	33.9	30.9	-3.0
Collector	38.0	40.4	2.4
Local Roads	160.3	190.4	30.1
<b>Total Road Difference Yearwise</b>	<b>263.6</b>	<b>293.1</b>	<b>29.5</b>

Total Road Mileage Percentage Difference Grand Forks MPO Area 2019			
Functional Class Types	MPO		Changes
	2010	2019	
Interstate	5%	4%	-1%
Principal Arterial	7%	6%	-1%
Minor Arterial	10%	9%	-1%
Collector	15%	16%	1%
Local Roads	63%	65%	2%
<b>Total Road Difference</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>

Total Road Mileage Percentage Difference Grand Forks Urban Area 2019			
Functional Class Types	Urban		Changes
	2010	2019	
Interstate	4%	3%	-1%
Principal Arterial	8%	7%	-1%
Minor Arterial	13%	11%	-1%
Collector	14%	14%	-1%
Local Roads	61%	65%	4%
<b>Total Road Difference</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>

ID	Segment Road	From	To	Changes From	Final Classification	SURFACE	Segment Road Length (In Miles)
1	N 3rd St	Gateway Dr	Univesity Ave	Minor Arterial	Major Collector	Paved	0.608
2	N 4th St	Gateway Dr	Univesity Ave	Minor Arterial	Major Collector	Paved	0.711
3	DeMers Ave near N 55th St	S 48th St	S 69th St	Minor Arterial	Major Collector	Paved	1.507
4	17th Ave S and S 48th St	S 48th St	S 58th St	Minor Arterial	Local	Gravel	0.527
5	47th Ave S and S 30th St	S Columbia Road	I 29	Minor Arterial	Local	Graded & Drained	0.543
6	S Washington St US 81	55th Ave S	12th Ave NE	Major Collector	Minor Arterial	Paved	1.473
7	Adam's Drive	Belmont Road	62nd Ave S	Major Collector	Local	Paved	1.166
8	62nd Ave S	Belmont Road	16th St SE	Minor Arterial	Local	Paved	1.001
9	11th St NE S Columbia road	12th Ave NE	62nd Ave S	Local	Minor Arterial	Paved	0.400
10	40th Ave S	S 38th St	Rummele Road	Local	Major Collector	Paved	0.360
11	S 34th St	Rummele Road	40th Ave S	Local	Major Collector	Paved	0.499
12	N 48th St	17th Ave N	Gateway N Frontage Road	Collector	Local	Paved	0.236
13	S 38th St	39th Ave S	40th Ave S	Minor Arterial	Minor Arterial	Paved	0.075
14	Gateway N Forontage Road	N 43rd St	N 42nd St	Collector Front Rd	Major Collector	Paved	0.161
15	Ruemelle Road	S 34th St	40th Ave S	Collector	Local	Paved	0.265
16	N 36th St	Gateway Dr N Frontage Road	20th Ave N	Collector	Local	Paved	0.471
17	62nd Ave S & 16th St SE	16th st SE	62nd Ave S	Minor Arterial	Local	Gravel	0.095
18	62nd Ave S & S Columbia Rd	Augusta Drive, S Columbia Road	I 29 N	Minor Arterial	Local	Gravel	0.719
19	62nd Ave S and S Washington St	62nd Ave S	S Washington St	Major Collector	Minor Arterial	Paved	0.033



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

**RECOMMENDED ACTION: Discussion of Existing and Future Functional Classification.**

Matter of the Discussion of Existing and Future Functional Classification.

**Background:**

In September the Functional Re-Classification is up for approval by TAC and the Executive Policy Board. One of the requests from the TAC was to have a separate map that includes the future classification of roadways now that this is no longer allowed in the officially approved functional classification map. The map will be up to date with the most recent approvals for the existing part of the map. Staff will be asking for TAC comment and discussion on the future classification part of the map.

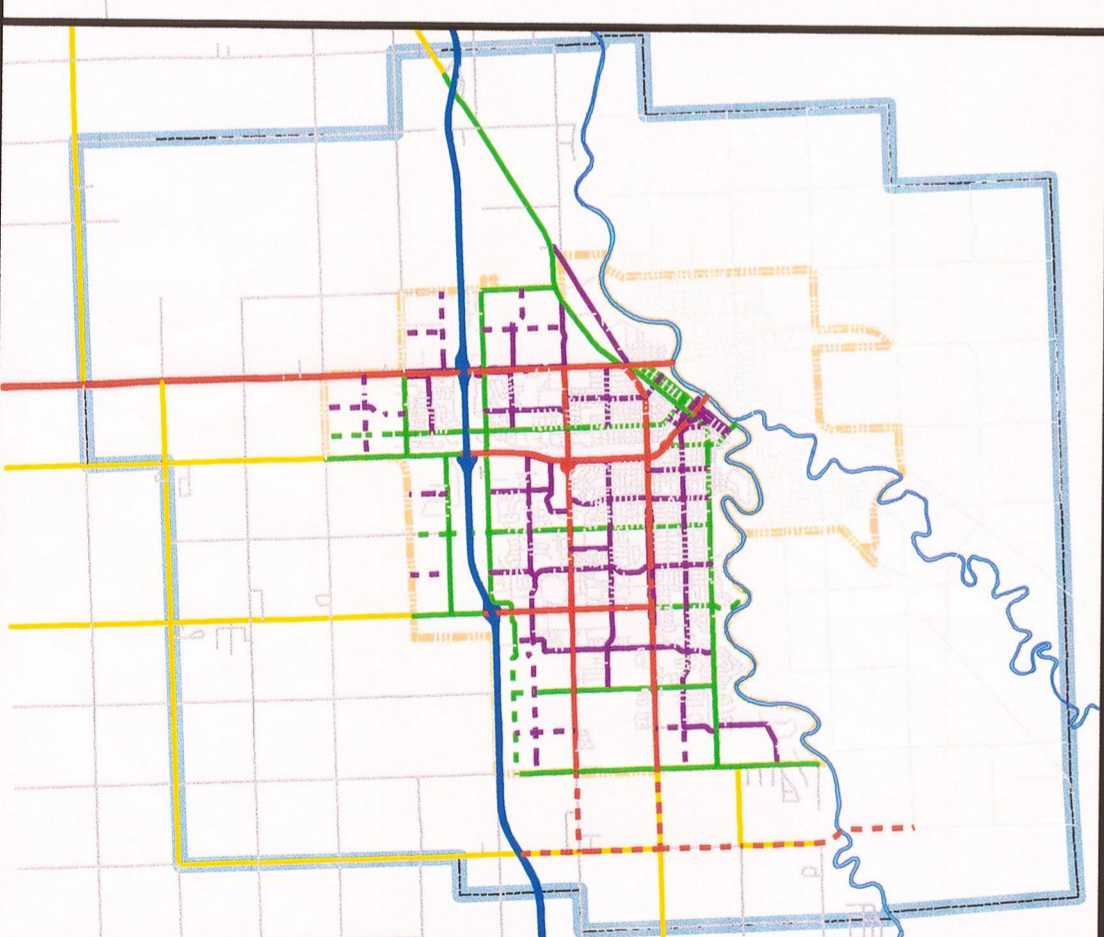
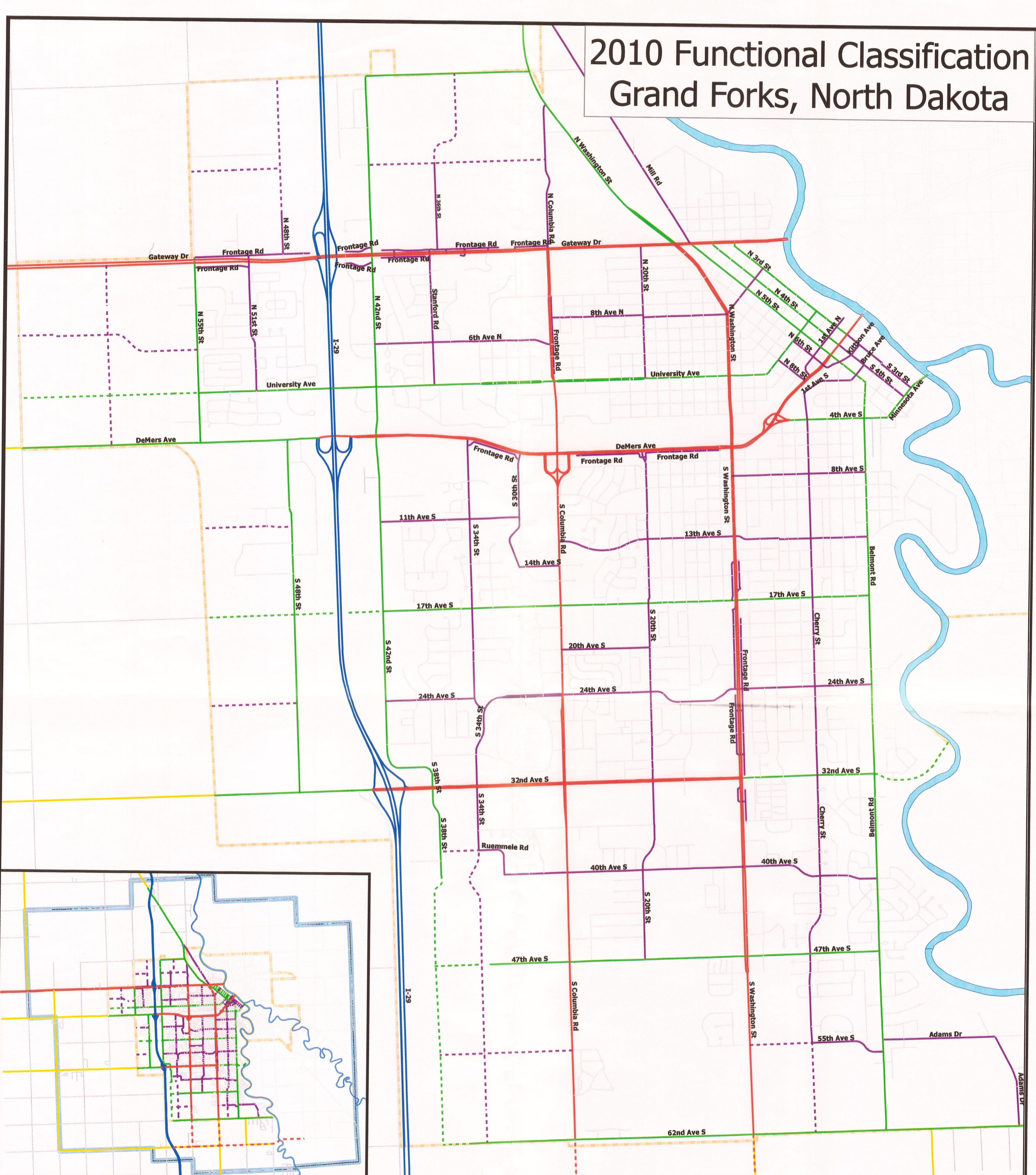
**Findings and Analysis:**

- The functional classification has been reviewed and updated.
- TAC requested that a future map be created for reference in future projects.

**Support Materials:**

- Existing and Future Functional Classification map. (This will be sent out closer to the meeting day.)

# 2010 Functional Classification Grand Forks, North Dakota



## Functional Classification


-  Interstate Highway
-  Principal Arterial
-  Future Principal Arterial
-  Minor Arterial
-  Future Minor Arterial
-  Collector
-  Future Collector
-  Local

*Paul M. Bessin*  
Grand Forks-East Grand Forks MPO  
18 Aug 2010  
Date

Federal Highway Administration, North Dakota  
Date

*Paul M. Bessin*  
North Dakota Department of Transportation  
8-26-10  
Date

0 1 2 4 Miles



Grand Forks - East Grand Forks  
Metropolitan Planning Organization

## Overcoming Barriers

## Strengthening Connections



## Ensuring Opportunities

## Planning One Community

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

MPO Staff Report

MPO Technical Advisory Committee, September 11, 2019 1:30 pm

MPO Executive Policy Board, September 18, 2019 12:00 Noon

<b>RECOMMENDED ACTION</b>	For Information Update
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Matter of the Safety Performance Management (PM-1) Crash Analysis for Y2014-2018

### **BACKGROUND:**

Performance Measures and Performance Target regulations and requirements emanate from the enacted FAST (*Fixing America Surface Transportation*) (2015) Act. FAST encourages a performance-driven and outcome-based transportation planning process. MPOs are required by the Federal Highway Administration (FHWA) to adopt targets for defined performance measures.

Targets are established by State DOT's for:

- (1) Safety
- (2) Transit asset management
- (3) System performance
- (4) Bridge condition and
- (5) Pavement condition

Current rules require MPOs to either: **a)** adopt the State measures for all five factors; or **b)** choose a combination of either the state's or a MPOs measure. Bi-state MPOs must address each state independently. Performance Measures and Targets established for the Grand Forks-East Grand Forks MPO are included in the adopted *2045 Metropolitan Transportation Plan (MTP)* and related Transit and Bicycle and Pedestrian Elements.

This report illustrates progress toward the attainment of established Safety Targets in the MPO's Planning Area. The examination is based on crash data provided by MN DOT and NDDOT for Year 2018. The following elements are considered during the analysis:

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

At the MPO Planning Area level, fatality and serious injury rate targets are determined by using the 5-years rolling average. The figure has been calculated for each safety performance measure for the following years: 2014-2018. The 5-years rolling average is calculated by adding the figures corresponding to each safety factor in a 5-calendar years period which includes the year for which the targets are established.

The results are divided by 5, and rounded to the tenth or hundredth decimal place depending on the performance measure. The Safety Factors analysis includes consideration for Motorized and Non-motorized Fatalities & Number of Non-Motorized Injuries.

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

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

Annual State DOTs and MPOs established performance targets for Safety includes an examination of the following factors:

SAFETY PERFORMANCE MEASURES	DOT'S STATE TARGETS						Grand Forks- East Grand Forks MPO's Targets			TREND
	Minnesota, 2018	Minnesota, 2019	Minnesota, 2020	North Dakota, 2018	North Dakota, 2019	North Dakota, 2020	MPO Planning Area, 2018	MPO Planning Area, 2019	PROPOSED Y2020 TARGET	
1. Number of Traffic Fatalities	375.0	372.2	375.4	138	127	108.3	3 or Fewer	3 or Fewer	1.8 or Fewer	Decline
2. Number of Fatalities (Per 100 M VMT)	0.62	0.622	0.626	1.34	1.27	1.106	0.673	0.599	0.5504	Decline
3. Number of Crash Related Serious Injuries	1,935	1,711	1,714.2	516	486.2	413.9	18 or Fewer	15 or Fewer	13.0 or Fewer	Decline
4. Number of Serious Injuries(Per 100 M VMT)	3.19	2.854	2.854	5.09	4.848	4.23	5.933	5.296	3.975	Decline
5. Number of Non-Motorized Fatalities & Number of Non Motorized Injuries	348	267.5	317	34	34.6	33.4	3 or Fewer	4 or Fewer	3 or Fewer	Decline

**SUPPORT MATERIALS:**

**Table 1: Analysis of Safety Factors for the MPO Area, 2014-2018**

1. All Crashes (2014-2018)

2. Non-Motorized Crashes (2014-2018)

GRAND FORKS-EAST GRAND FORKS MPO SAFETY PERFORMANCE MANAGEMENT (SAFETY PM-1) 2014-2018										
North Dakota + Minnesota										
All Crashes					Non-Motorized					
Year	Fatal (K)	Incapacitating Injury (A)	Non-incapacitating injury	Total Injury		Year	Fatal (k)	Incapacitating Injury (A)	Non-incapacitating injury	Total Injury
2007	2	20	264	284		2007	0	2	16	17
2008	3	13	278	291		2008	0	3	11	14
2009	1	8	194	202		2009	0	1	10	10
2010	4	18	92	110		2010	0	3	13	14
2011	1	16	78	94		2011	0	5	8	12
2012	2	24	72	96		2012	0	0	8	8
2013	3	18	65	83		2013	0	4	8	11
2014	3	19	84	103		2014	0	5	6	11
2015	0	20	101	121		2015	0	2	10	12
2016	0	3	26	29		2016	0	2	13	15
2017	2	13	120	135		2017	0	4	9	13
2018	4	10	99	113		2018	1	1	9	11

3) 5-Years Rolling Average Annual Number of Fatalities

4) 5-Years Rolling Average Number of Non-Motorized Fatalities +Serious Injuries

5-Year Averages (All Crashes)		
Year	Fatal	A
2007-2011	2.2	15.00000
2008-2012	2.2	15.80000
2009-2013	2.2	16.80000
2010-2014	2.6	19.00000
2011-2015	1.8	19.40000
2012-2016	1.6	16.80000
2013-2017	1.6	14.60000
2014-2018	1.8	13.00000

5-Year Averages (Non-Motorized Fatalities & Serious Injuries)	
Year	Fatal + A
2007-2011	2.8000
2008-2012	2.4000
2009-2013	2.6000
2010-2014	3.4000
2011-2015	3.2000
2012-2016	2.6000
2013-2017	3.4000
2014-2018	3.0000



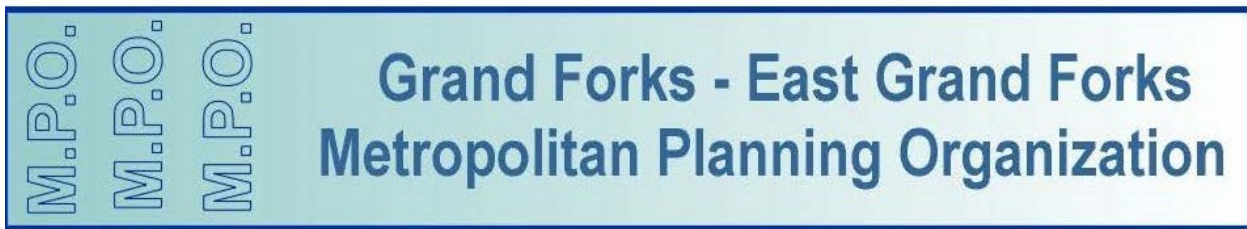
5) All Crash Rates Fatalities per 100 MVMT

Crash Rates per 100 Million Vehicle Miles Traveled (MVMT)		
Year	Fatal	A
2007-2011	0.67278	4.58716
2008-2012	0.67278	4.83180
2009-2013	0.67278	5.13761
2010-2014	0.79511	5.81040
2011-2015	0.55046	5.93272
2012-2016	0.48930	5.13761
2013-2017	0.48930	4.46483
2014-2018	0.55046	3.97554

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

**Overcoming Barriers**

**Strengthening Connections**



**Ensuring Opportunities**

**Planning One Community**

**MPO Staff Report**

**MPO Technical Advisory Committee: September 11, 2019**

**MPO Executive Board: September 18, 2019**

**RECOMMENDED ACTION: Presentation from ATAC on Traffic Count Program.**

Matter of the Traffic Count Program.

**Background:** For the past several years, we have engaged ATAC to work with the traffic signals in Grand Forks so that the video detection cameras can also collect traffic counts. The data has been used in many studies and have provided invaluable resources for improving traffic operations. There exists a Master Agreement with ATAC that outlines the general types of work ATAC has capability to perform. It allows individual addendums to be executed for specific scopes of work. There exists a 7<sup>th</sup> Addendum under the current Master Agreement that covered 9 intersection and additional reporting enhancements. What is being proposed is an amendment to that Addendum

As traffic signal cameras advance, new protocols and processes need to be established to allow the continued counting to take place. Part of the presentation will show you the significant difference in the newer cameras in providing ability to detect traffic. Also, improvements have been made in reporting data.

**Findings and Analysis:**

- This is an activity identified in our Work Program.
- ATAC is identified as the consultant to assist.

**Support Materials:**

- Presentation

# Autoscope Data Collection & Analysis

Kshitij Sharma

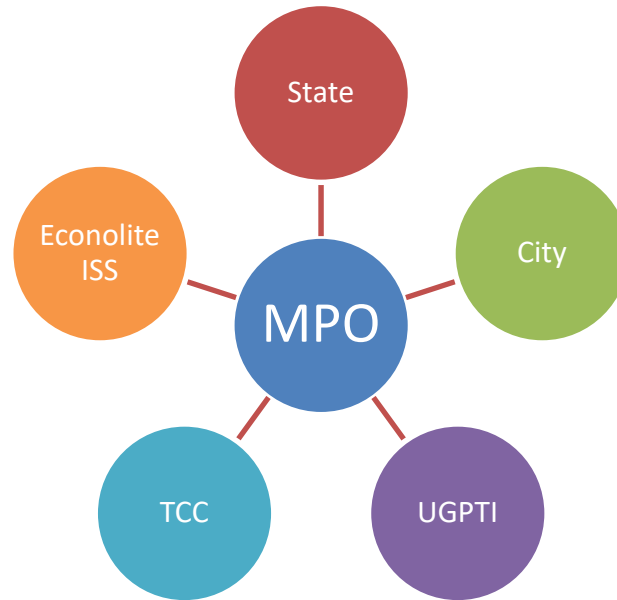
Associate Research Fellow – Traffic Operations  
Advanced Traffic Analysis Center

Bradley Wentz, PE

Program Director

Advanced Traffic Analysis Center & Dept. of Transportation Support Center

# Stakeholders



# City of Grand Forks, ND

- ~ 54 intersections
    - Encore (~160)
    - Terra (~45)
    - Duo (4)
    - Suite of programs
      - Browser
      - Data Collector etc.
- } Older



Source: Econolite

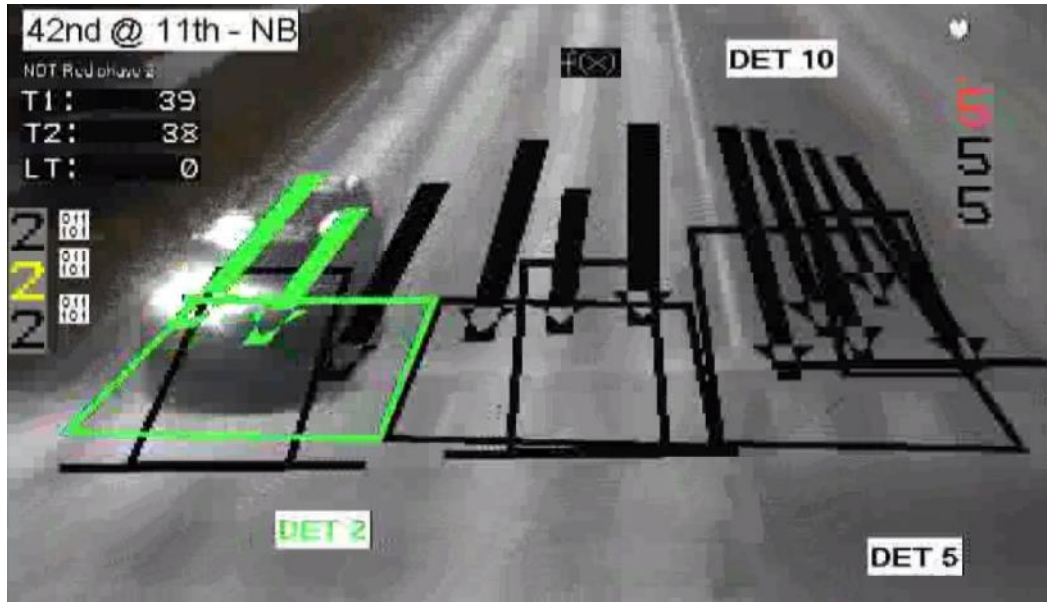
# City of Grand Forks, ND

- 9 intersections
  - VISION cameras
  - ISS Supervisor
    - Data collection



Source: Econolite

# Camera Comparison



42nd @ 11th - NB

NOT Red phase 2

T1: 39

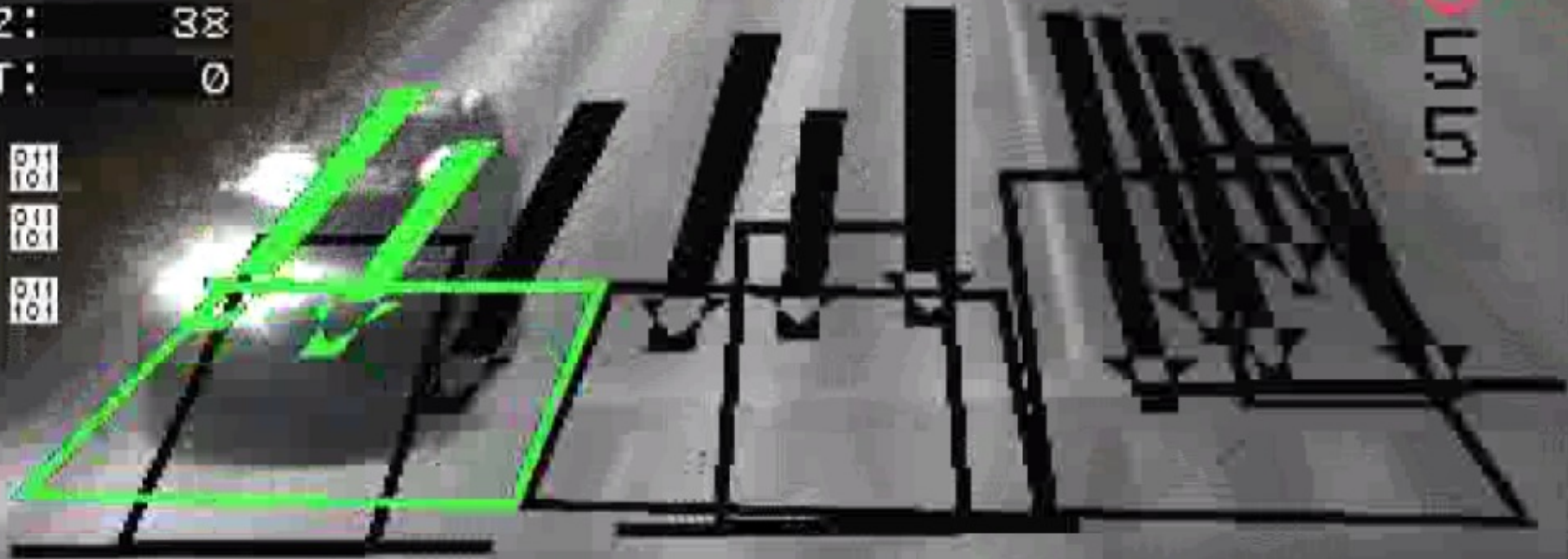
T2: 38

LT: 0

$f(\infty)$

DET 10

10  
5  
5  
5  
5

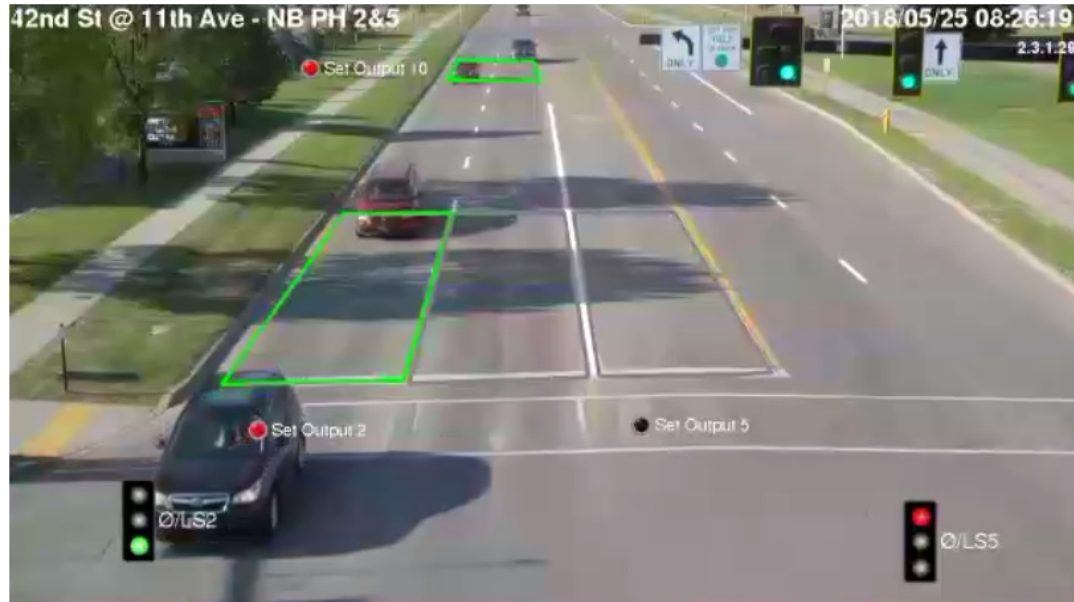


DET 2

DET 5



# Camera Comparison



● Set Output 10



● Set Output 2

● Set Output 5

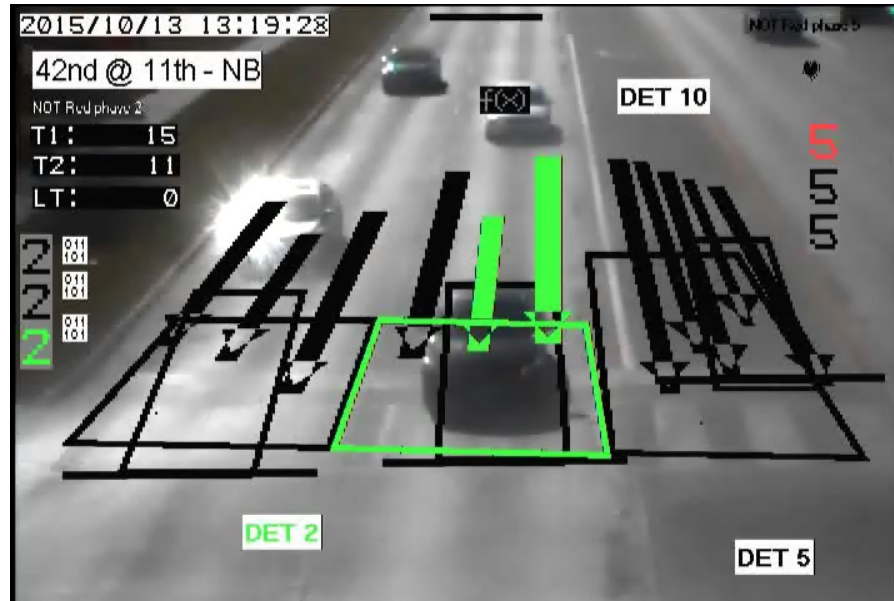


Ø/LS2

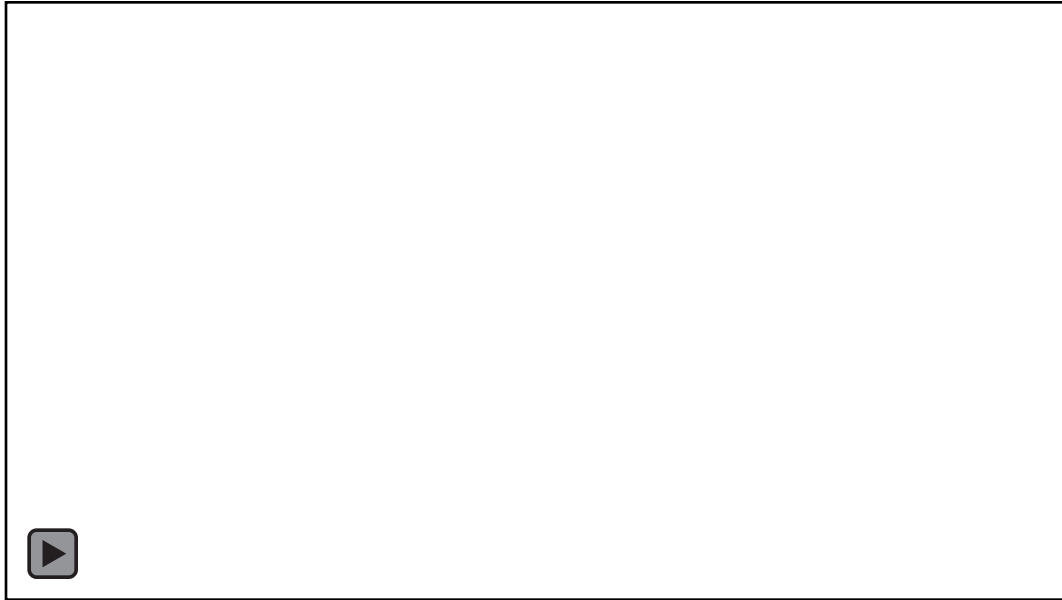


Ø/LS5

# Camera Comparison



# Camera Comparison



# Process



# Autoscope Camera Data Collection

- Encore
  - Terra
  - Duo
  - Vision
- } UGPTI
- } TCC

# Data Accuracy Checks

- One hour checks per approach
  - Manual vs Autoscope
  - Compared using GEH



# Data Accuracy Checks

18. 32nd Ave S @ S Columbia Rd																	
Interval	Source	Southbound				Westbound				Northbound				Eastbound			
		Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
15-min interval	Manual	66	79	43	188	19	159	27	205	18	58	27	103	47	166	60	273
	Autoscope	62	81	40	183	21	154	26	201	20	56	30	106	42	154	55	251
15-min interval	Manual	89	103	46	238	27	157	36	220	16	68	48	132	42	117	65	224
	Autoscope	68	102	40	210	35	154	32	221	18	64	49	131	42	114	66	222
15-min interval	Manual	87	90	60	237	15	165	34	214	14	45	47	106	35	133	50	218
	Autoscope	79	87	54	220	15	161	32	208	15	42	42	99	34	138	44	216
15-min interval	Manual	91	111	55	257	31	144	24	199	17	79	44	140	42	134	72	248
	Autoscope	89	100	47	236	33	142	29	204	17	74	43	134	47	129	74	250
Hourly Totals	Manual	333	383	204	920	92	625	121	838	65	250	166	481	166	550	247	963
	Autoscope	298	370	181	849	104	611	119	834	70	236	164	470	165	535	239	939
	Difference	2.0	0.7	1.7	2.4	1.2	0.6	0.2	0.1	0.6	0.9	0.2	0.5	0.1	0.6	0.5	0.8



# Data Accuracy Checks

15. 32nd Ave S @ S 38th St																	
Interval	Source	Southbound				Westbound				Northbound				Eastbound			
		Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
15-min interval	Manual	24	64	63	151	47	118	23	188	32	37	43	112	33	114	32	179
	Autoscope	20	66	65	151	45	116	23	184	30	37	50	117	33	117	26	176
15-min interval	Manual	31	43	46	120	38	102	20	160	37	50	40	127	42	119	23	184
	Autoscope	28	43	48	119	37	105	17	159	27	47	44	118	41	134	24	199
15-min interval	Manual	31	34	42	107	45	124	15	184	37	51	37	125	38	152	33	223
	Autoscope	27	34	43	104	48	123	14	185	34	50	42	126	34	147	30	211
15-min interval	Manual	28	43	36	107	51	141	21	213	33	48	47	128	50	197	36	283
	Autoscope	26	42	40	108	46	142	15	203	26	47	51	124	54	193	32	279
Hourly Totals	Manual	114	184	187	485	181	485	79	745	139	186	167	492	163	582	124	869
	Autoscope	101	185	196	482	176	486	69	731	117	181	187	485	162	591	112	865
	Difference	1.3	0.1	0.7	0.1	0.4	0.0	1.2	0.5	1.9	0.4	1.5	0.3	0.1	0.4	1.1	0.1

# Data Accuracy Checks

N 42nd St @ University Ave																	
Interval	Source	Southbound				Westbound				Northbound				Eastbound			
		Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
15-min interval	Manual	N/A	38	3	41	2	18	10	30	17	29	16	62	24	8	4	36
	Supervisor		36	3	39	2	20	9	31	17	29	14	60	24	8	3	35
15-min interval	Manual		38	2	40	7	10	23	40	20	26	18	64	16	13	5	34
	Supervisor		38	2	40	7	9	25	41	19	27	20	66	17	13	5	35
15-min interval	Manual		44	8	52	7	13	17	37	21	26	24	71	25	12	2	39
	Supervisor		42	6	48	6	13	17	36	21	29	22	72	26	14	2	42
15-min interval	Manual		33	3	36	4	22	24	50	18	33	28	79	21	16	6	43
	Supervisor		31	3	34	5	23	24	52	19	32	27	78	22	17	7	46
Hourly Totals	Manual		153	16	169	20	63	74	157	76	114	86	276	86	49	17	152
	Supervisor		147	14	161	20	65	75	160	76	117	83	276	89	52	17	158
	Difference		0.5	0.5	0.6	0.0	0.3	0.1	0.2	0.0	0.3	0.3	0.0	0.3	0.4	0.0	0.5

# Data Accuracy Checks

N 42nd St @ University Ave																	
Interval	Source	Southbound				Westbound				Northbound				Eastbound			
		Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
15-min interval	Manual	N/A	50	5	55	3	29	23	55	32	49	43	124	26	31	4	61
	Autoscope		50	5	55	3	29	24	56	33	47	40	120	26	30	4	60
	Difference		0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.2	0.3	0.5	0.4	0.0	0.2	0.0	0.1
15-min interval	Manual		50	4	54	5	24	31	60	31	47	38	116	22	15	8	45
	Autoscope		50	4	54	5	23	28	56	31	49	36	116	22	15	8	45
	Difference		0.0	0.0	0.0	0.0	0.2	0.6	0.5	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0
Hourly Totals	Manual		100	9	109	8	53	54	115	63	96	81	240	48	46	12	106
	Autoscope		100	9	109	8	52	52	112	64	96	76	236	48	45	12	105
	Difference		0.0	0.0	0.0	0.0	0.1	0.3	0.3	0.1	0.0	0.6	0.3	0.0	0.1	0.0	0.1

# Factors Affecting Data Quality

- Intersection configuration + Camera view
- Weather
  - High sustained winds
  - High wind gusts
  - Other
- Lens condition

# Data Transfer

- MPO Server
  - Hosted by City
- Script transfers data (<100KB/camera)
  - To UGPTI Server
  - Via FTP
  - VPN

# Traffic Analysis Tool

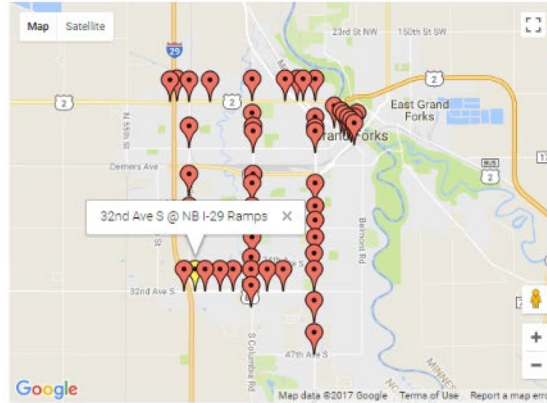
- SQL database
- Web based application

# Traffic Analysis Tool



Select Intersection

Select Report Type



# Traffic Analysis Tool

- Data Exclusion/Flagging
  - Current ADT vs past average
    - For same day of the week
    - Compared using GEH
  - Flagged if suspicious
  - Excluded if deemed bad



# Traffic Analysis Tool

- Data Exclusion/Flagging
  - Accounts for seasonal fluctuations
  - Accounts for closures, construction etc.

# Traffic Analysis Tool

- Reports
  - Graphs
  - Turning Movement Counts

# Traffic Analysis Tool

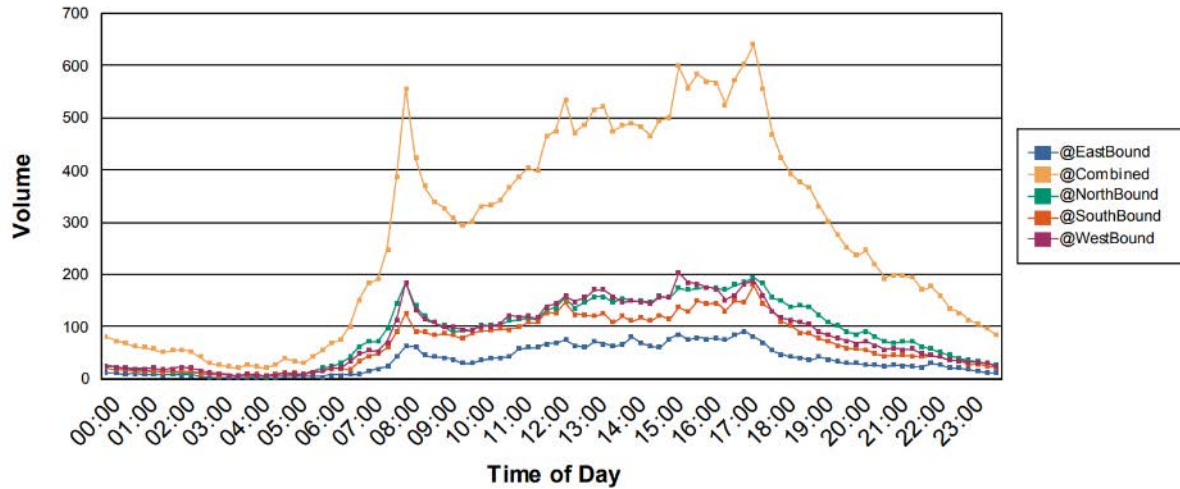
- Volume profile
  - Monthly seasonal factors
  - Day of the week seasonal factors
  - Peak hour volume/factor
  - AADT
  - MADT
  - ADT
- 
- Graphs
- Turning Movement Counts

# Volume Profile

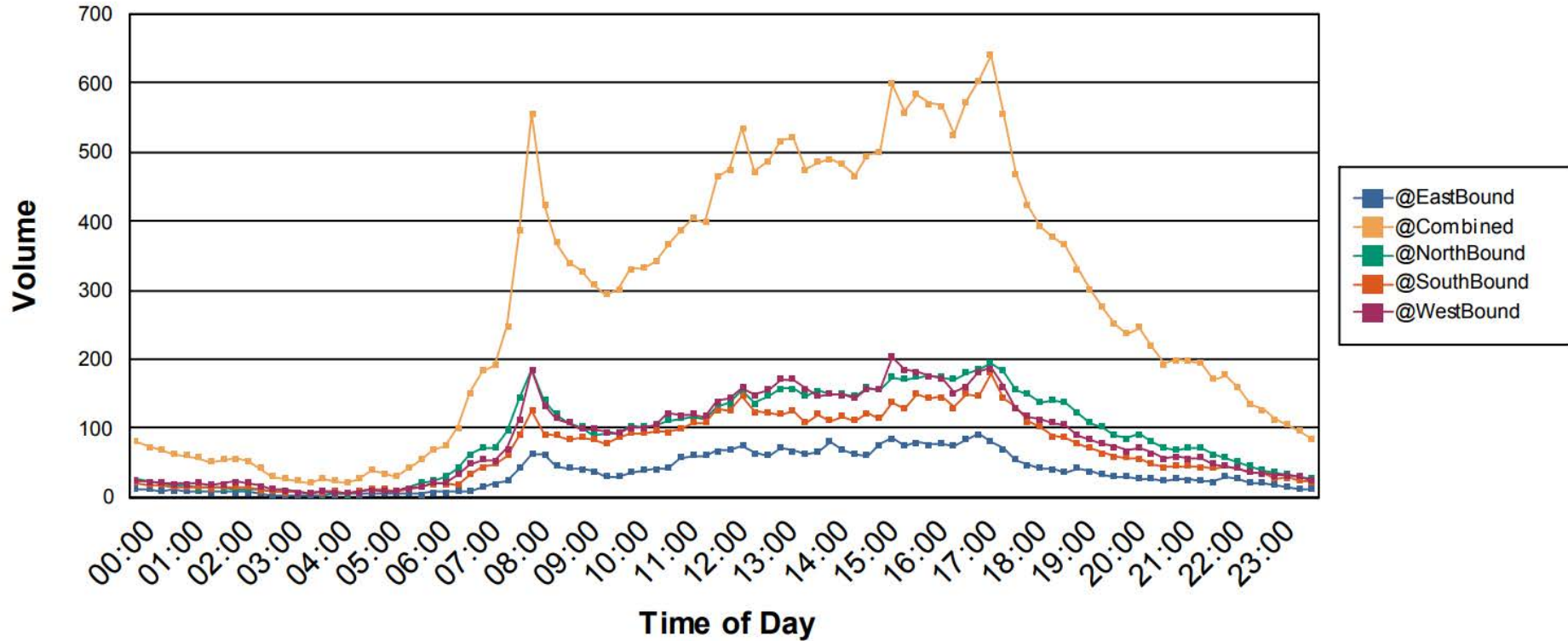
- 24 hour average traffic volumes
  - 3 graphs
    - All legs
    - East-West
    - North-South
  - PDF Report & Excel data export

# Volume Profile

Volume Profile for N Washington St @ University Ave (Weekdays and Weekends)  
During 1/1/2018 - 1/31/2018  
Effective Number of Days: 31

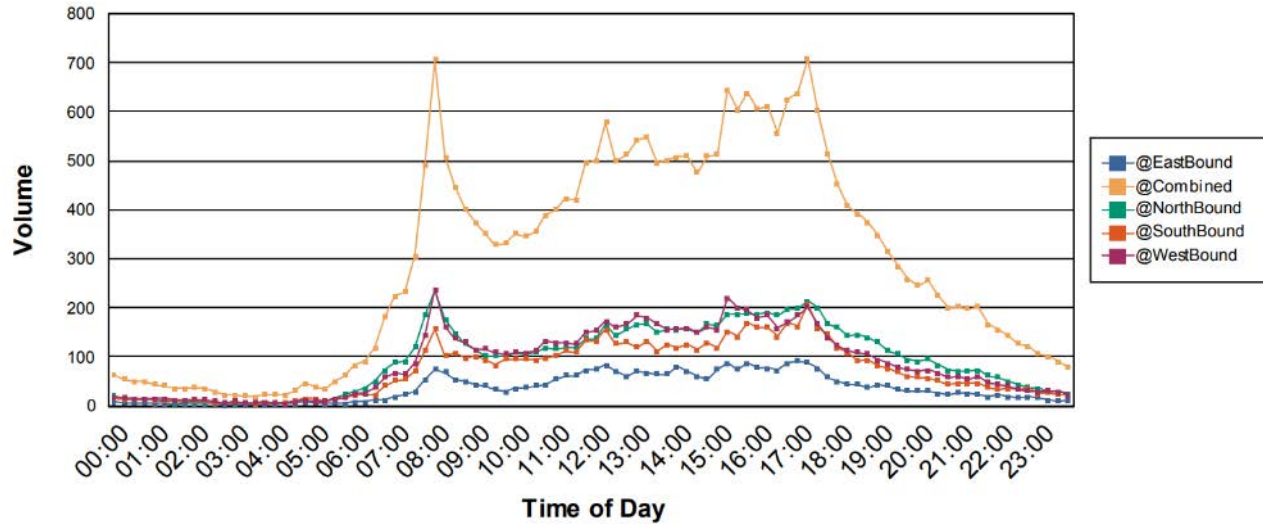


Volume Profile for N Washington St @ University Ave (Weekdays and Weekends)  
During 1/1/2018 - 1/31/2018  
Effective Number of Days: 31

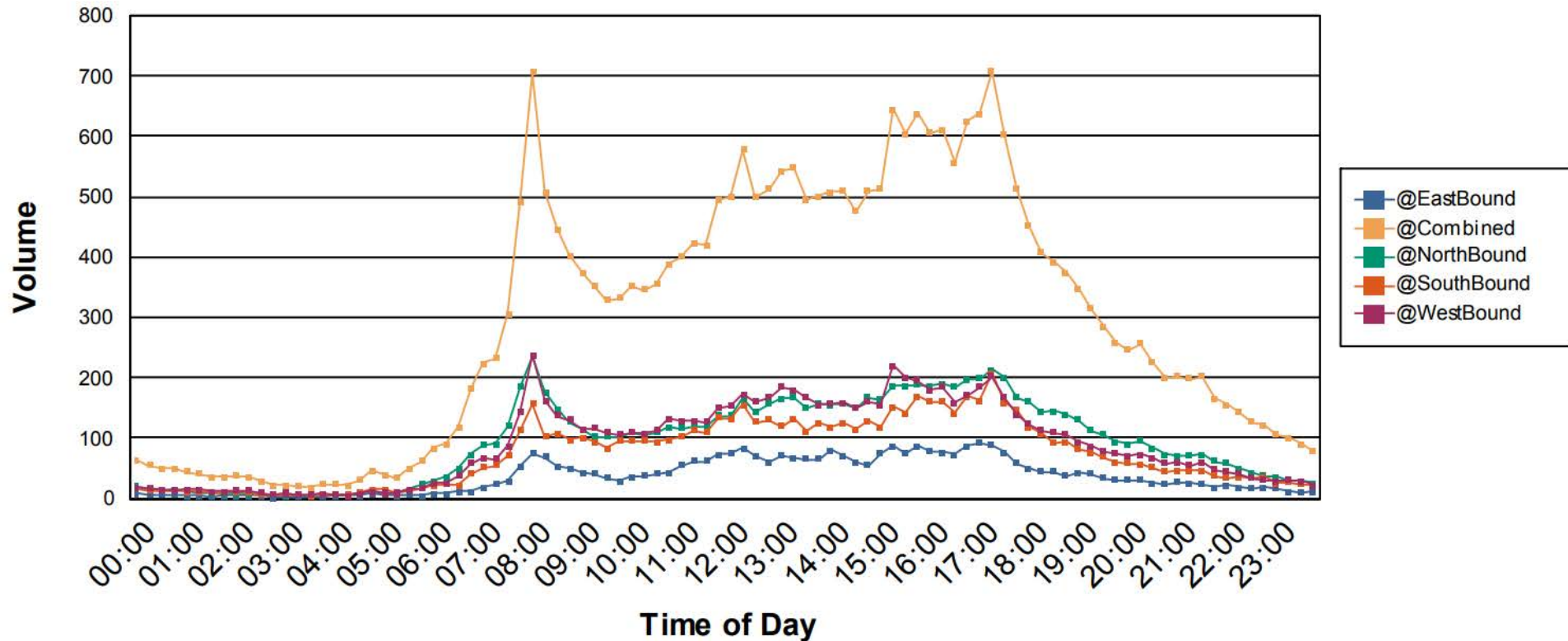


# Volume Profile

Volume Profile for N Washington St @ University Ave (Weekdays)  
During 1/1/2018 - 1/31/2018  
Effective Number of Days: 23



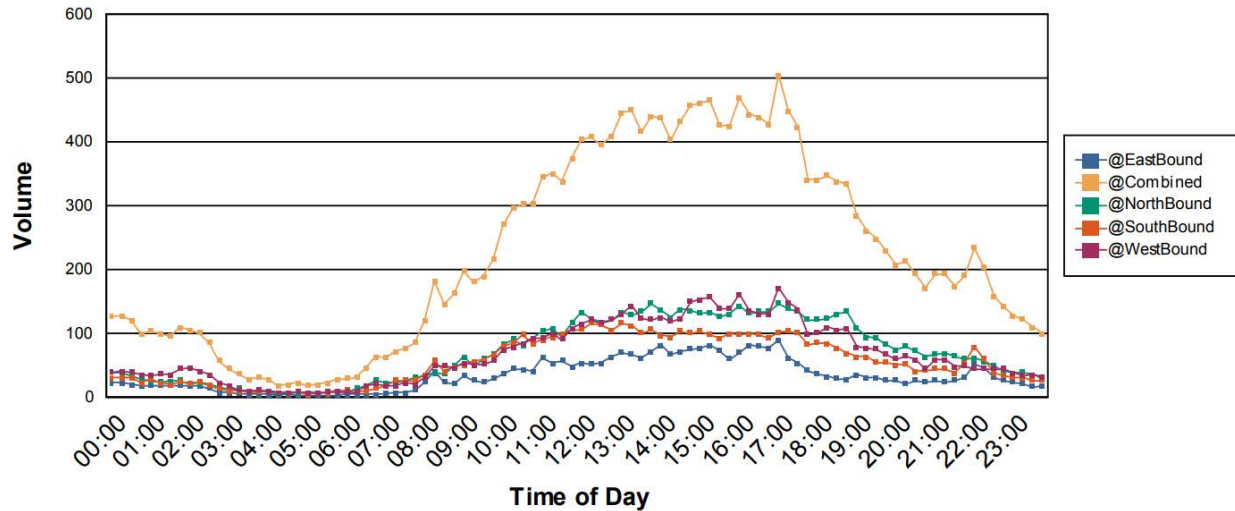
Volume Profile for N Washington St @ University Ave (Weekdays)  
During 1/1/2018 - 1/31/2018  
Effective Number of Days: 23





# Volume Profile

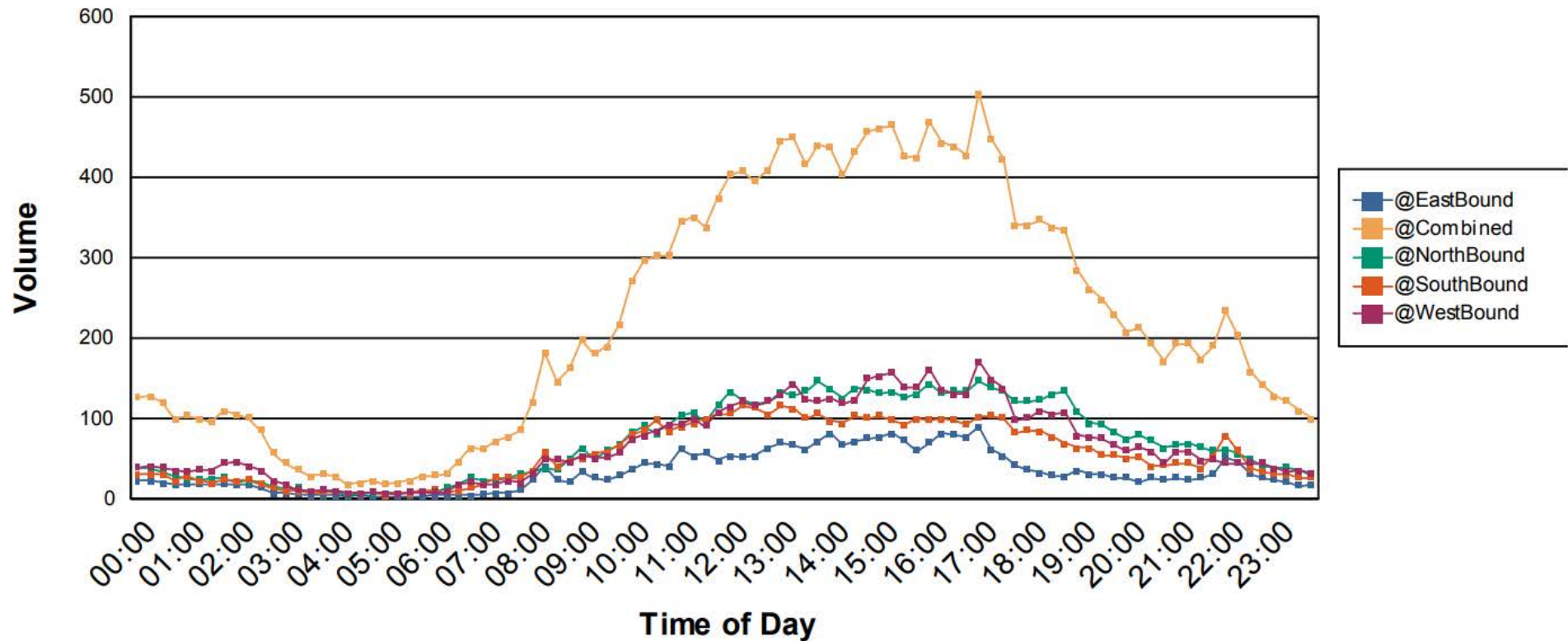
Volume Profile for N Washington St @ University Ave (Weekends)  
During 1/1/2018 - 1/31/2018  
Effective Number of Days: 8



# Volume Profile for N Washington St @ University Ave (Weekends)

During 1/1/2018 - 1/31/2018

Effective Number of Days: 8

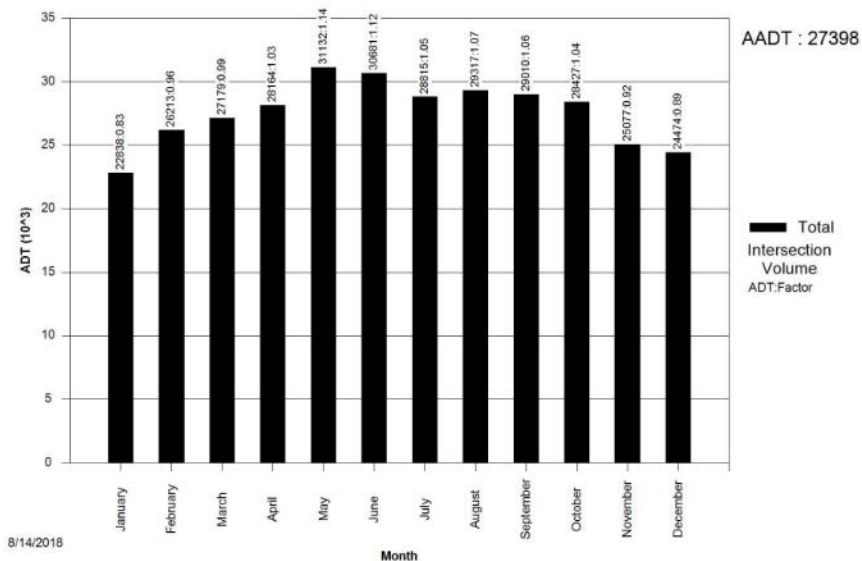


# Monthly Seasonal Factors

- Monthly ADT and Factors
  - As compared to AADT
- 2 Graphs
  - Intersection totals
  - Bidirectional approach totals
- PDF Report

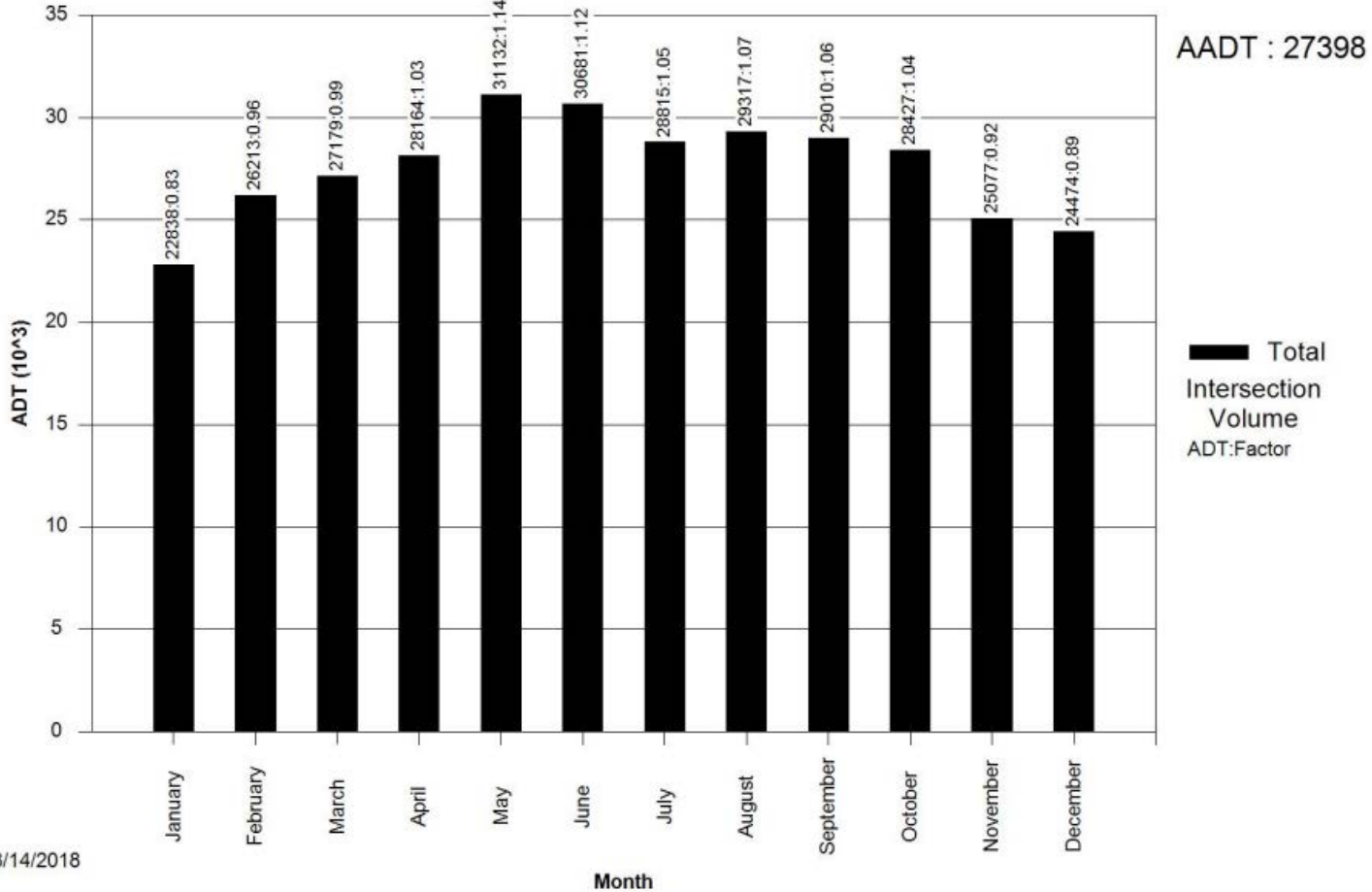
# Monthly Seasonal Factors

2017 Monthly Seasonal Factors for 32nd Ave S @ S 20th St  
Effective Number of Days: 345



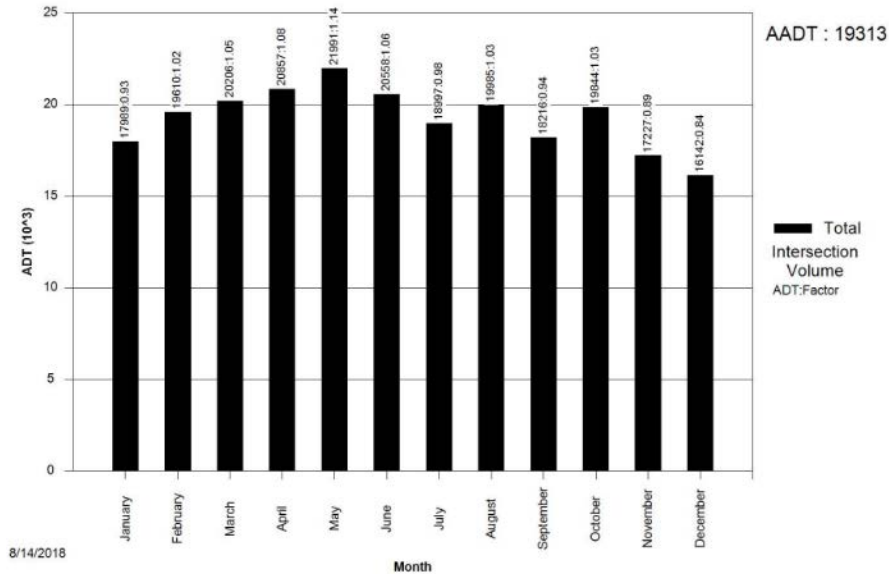
# 2017 Monthly Seasonal Factors for 32nd Ave S @ S 20th St

Effective Number of Days: 345



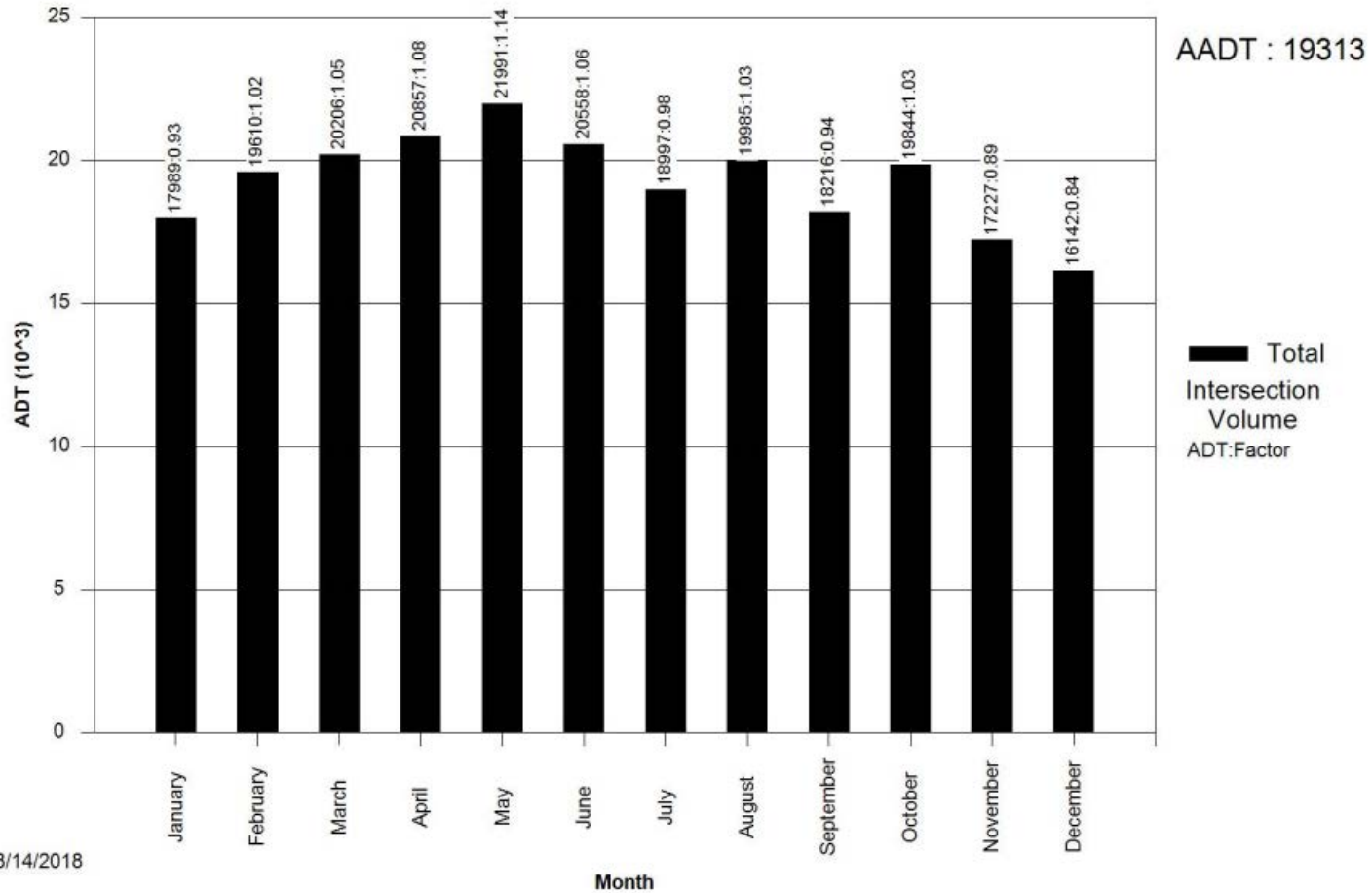
# Monthly Seasonal Factors

2017 Monthly Seasonal Factors for Gateway Dr @ N 20th St  
Effective Number of Days: 346



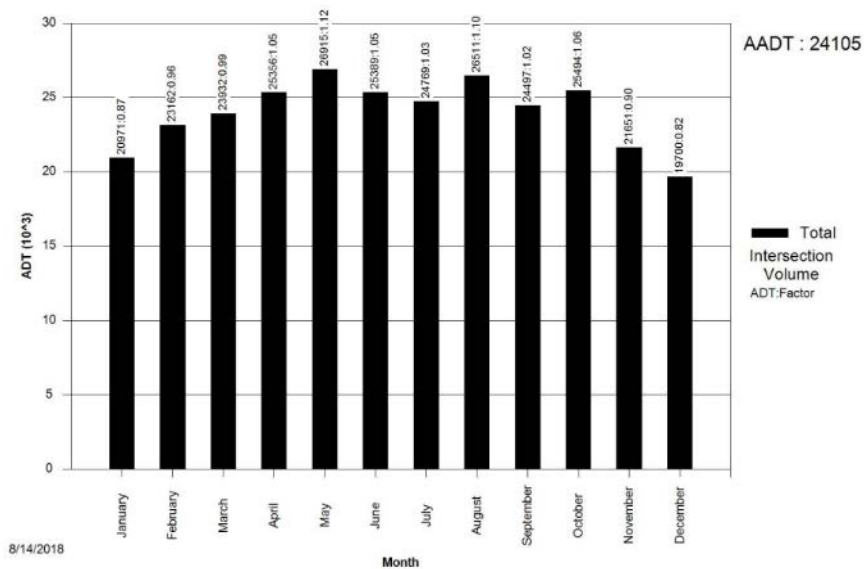
# 2017 Monthly Seasonal Factors for Gateway Dr @ N 20th St

Effective Number of Days: 346



# Monthly Seasonal Factors

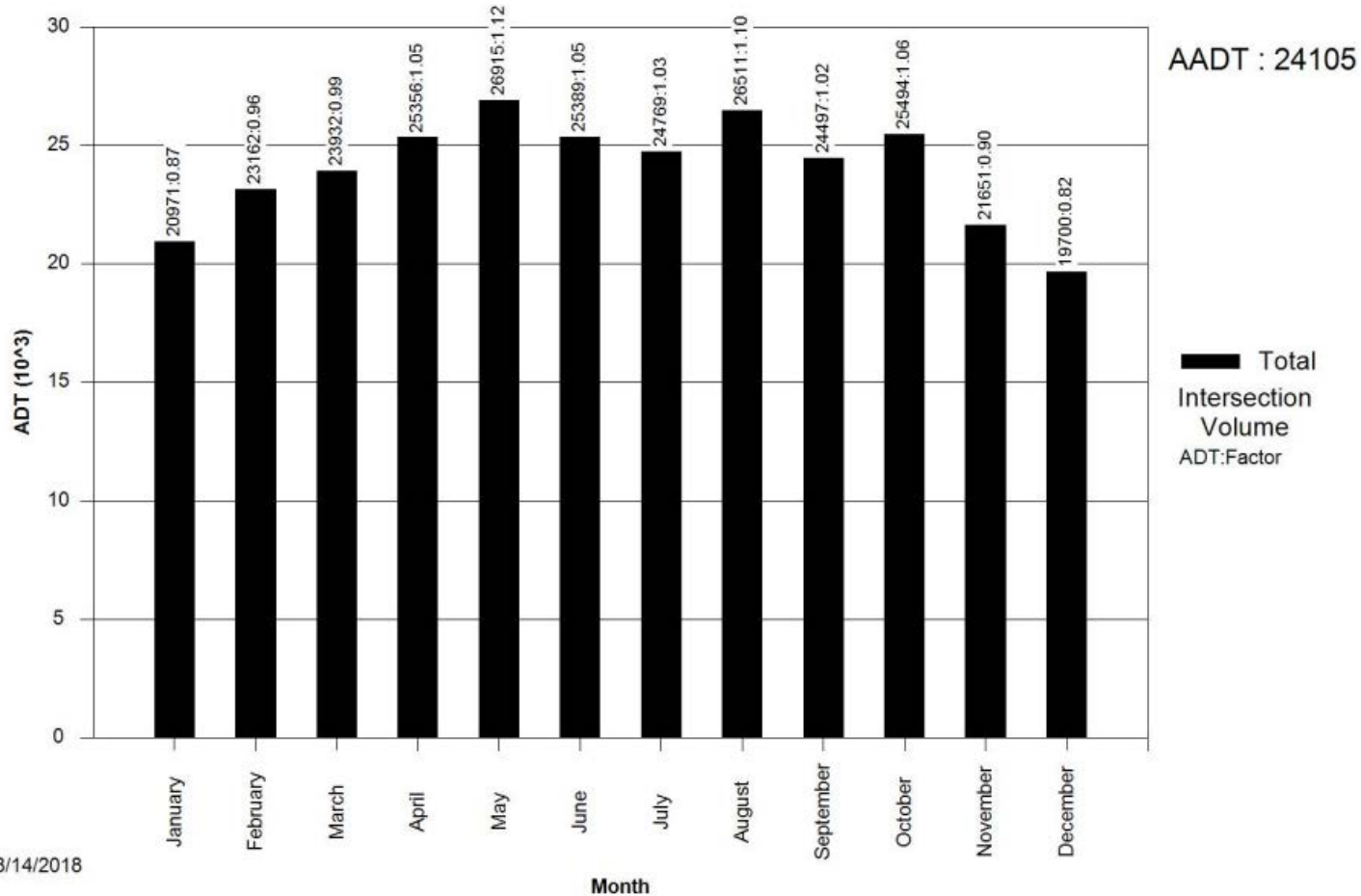
2017 Monthly Seasonal Factors for Gateway Dr @ N Columbia Rd  
Effective Number of Days: 346





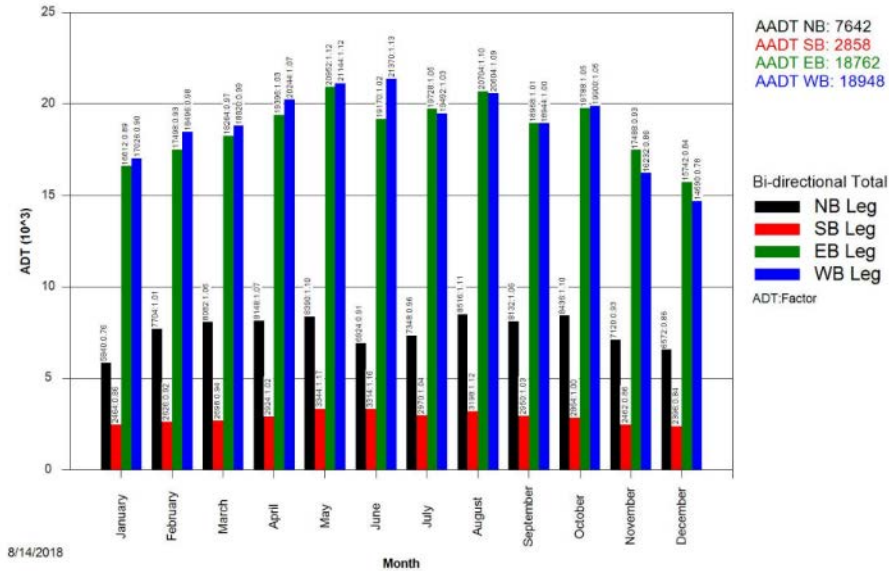
# 2017 Monthly Seasonal Factors for Gateway Dr @ N Columbia Rd

Effective Number of Days: 346

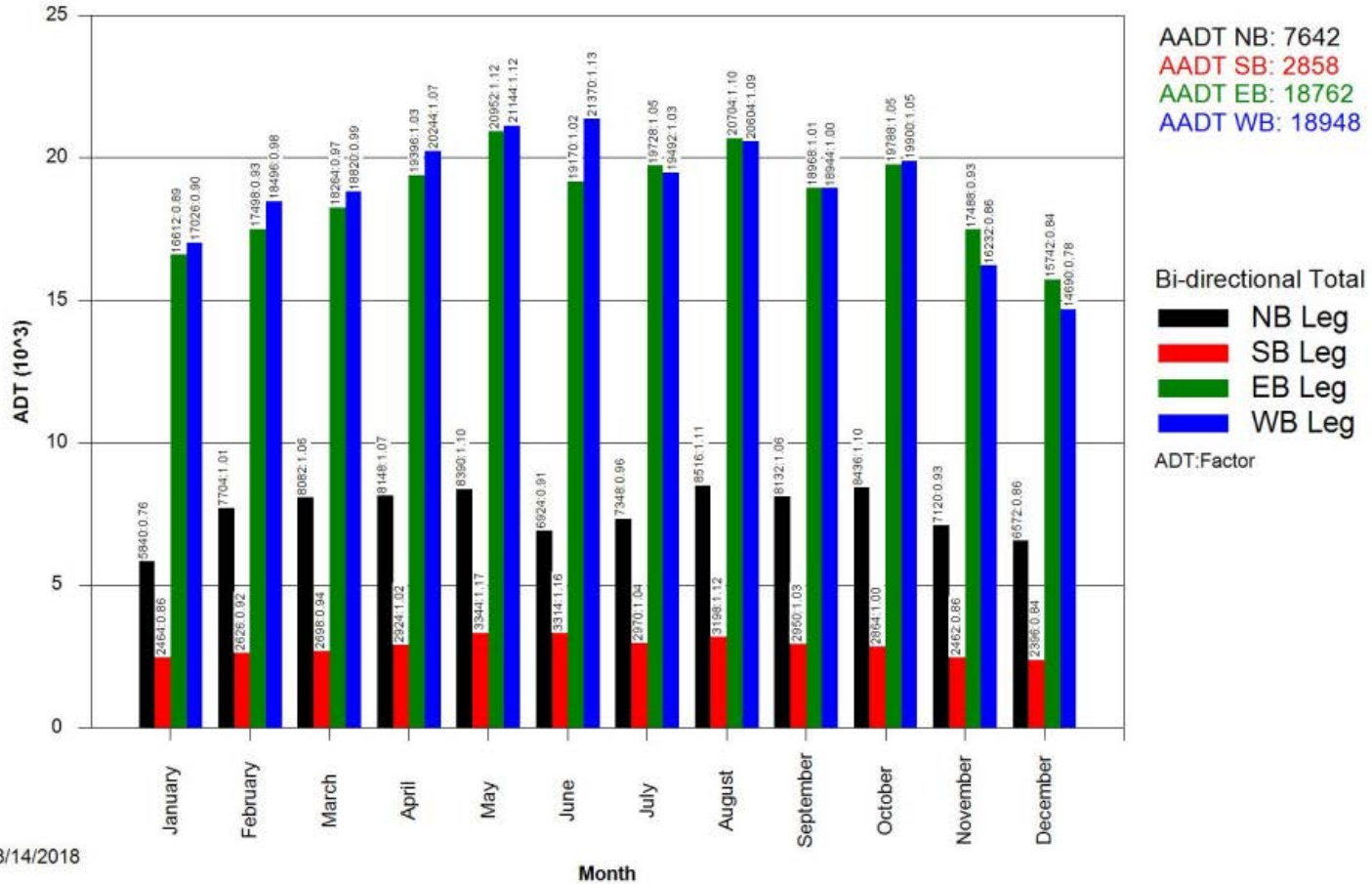


# Monthly Seasonal Factors

2017 Monthly Seasonal Factors for Gateway Dr @ N Columbia Rd  
Direction Specific - Effective Number of Days: 346



## 2017 Monthly Seasonal Factors for Gateway Dr @ N Columbia Rd Direction Specific - Effective Number of Days: 346

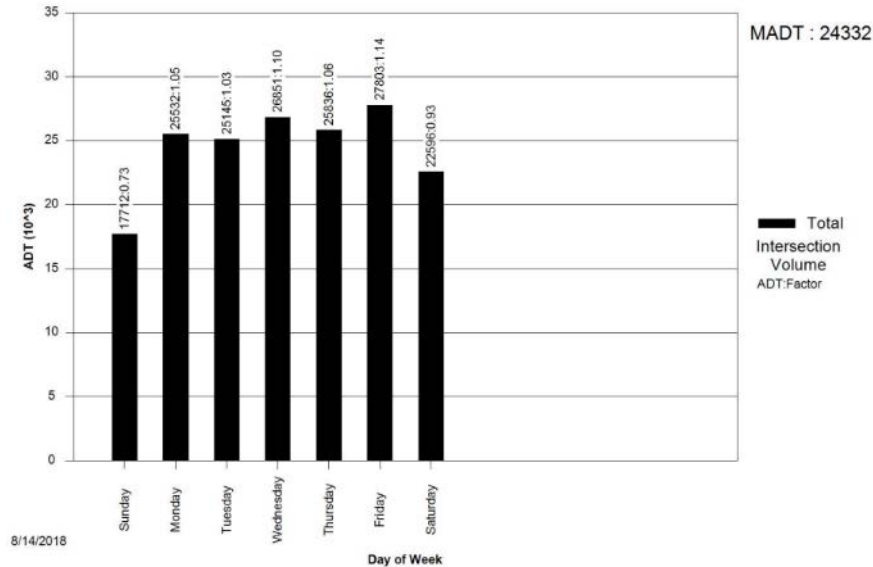


## DOTW Seasonal Factors

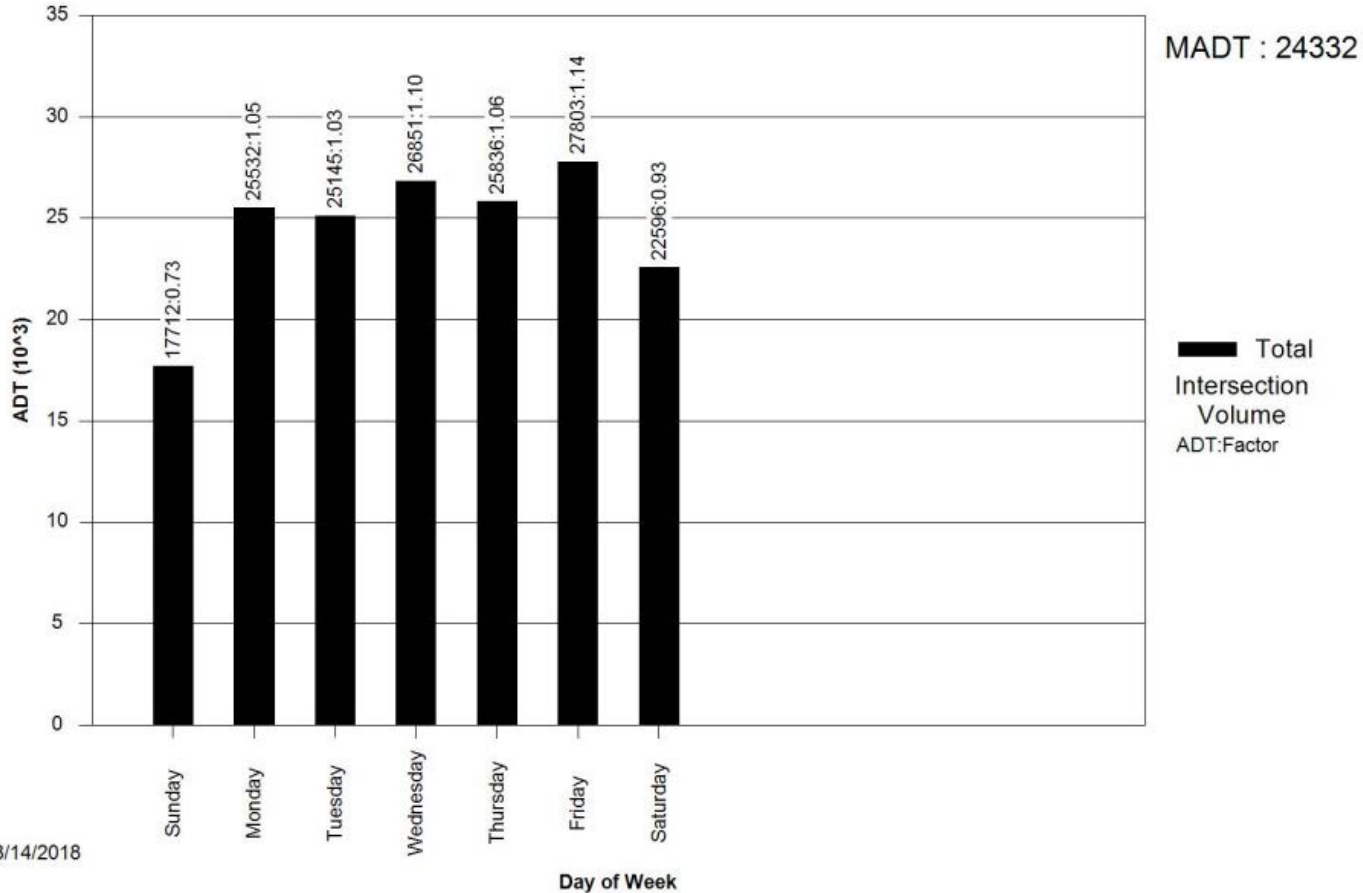
- DOTW seasonal factors
  - For a month
- 2 Charts
  - Intersection totals
  - Bidirectional approach totals
- PDF Report

# DOTW Seasonal Factors

October 2017 Day of the Week Seasonal Factors for Demers Ave @ N 5th St  
Effective Number of Days: 31



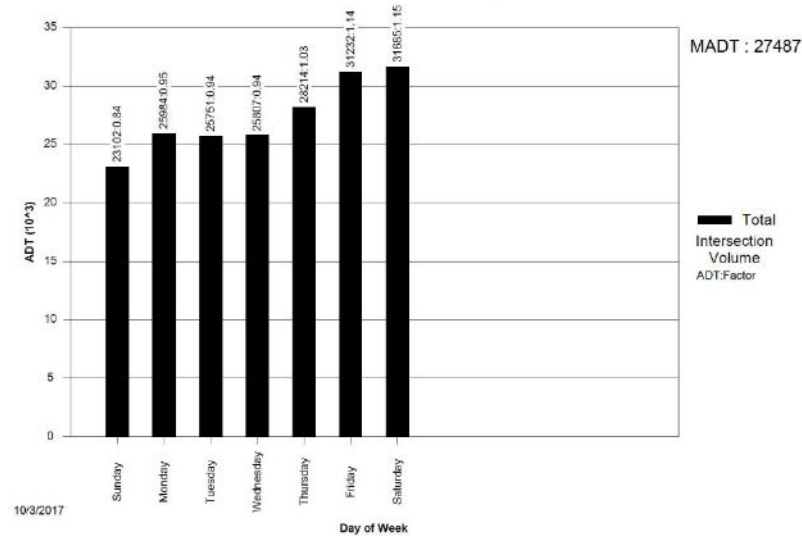
October 2017 Day of the Week Seasonal Factors for Demers Ave @ N 5th St  
Effective Number of Days: 31



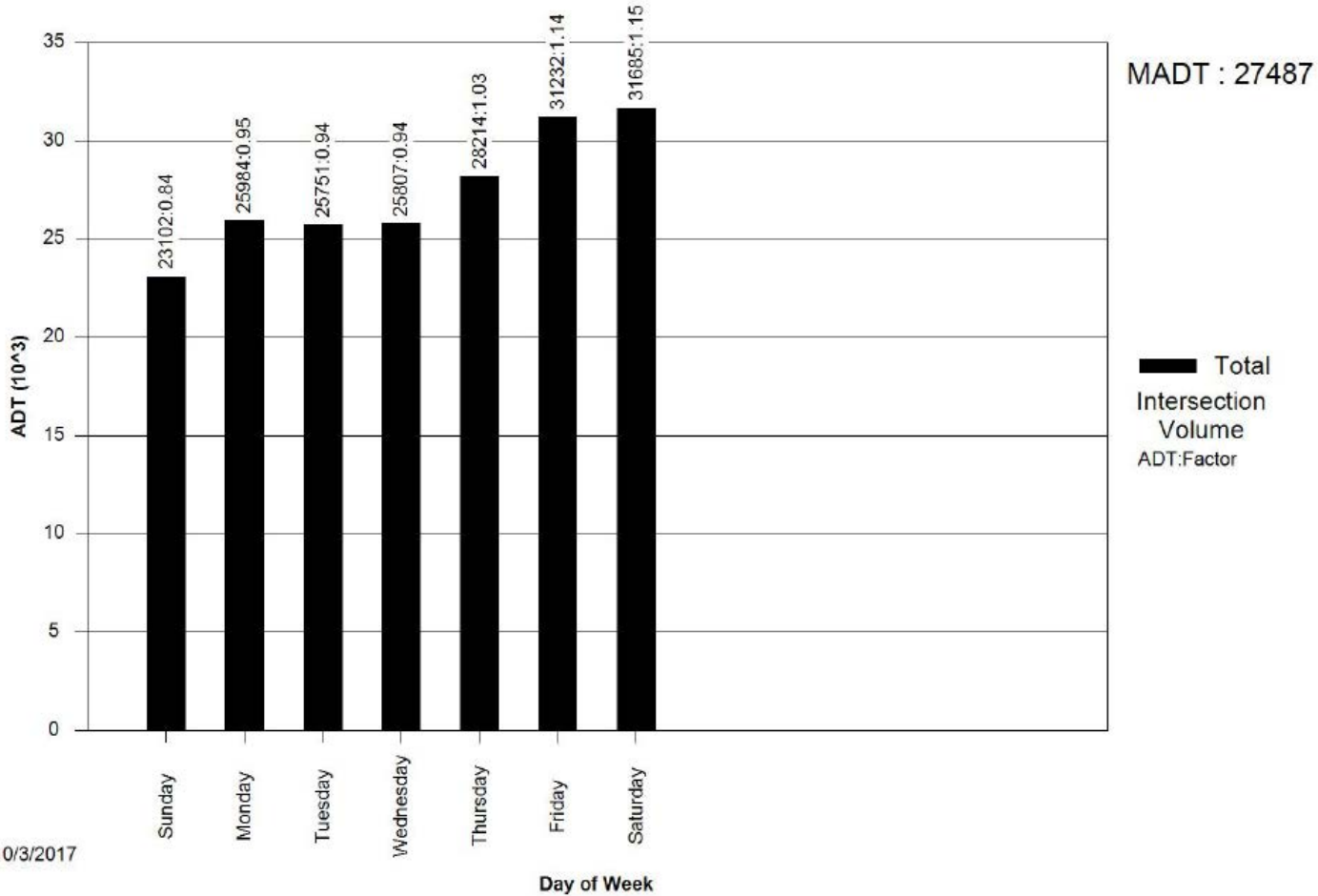
8/14/2018

# DOTW Seasonal Factors

January 2015 Day of the Week Seasonal Factors for 32nd Ave S @ S 31st St  
Effective Number of Days: 31



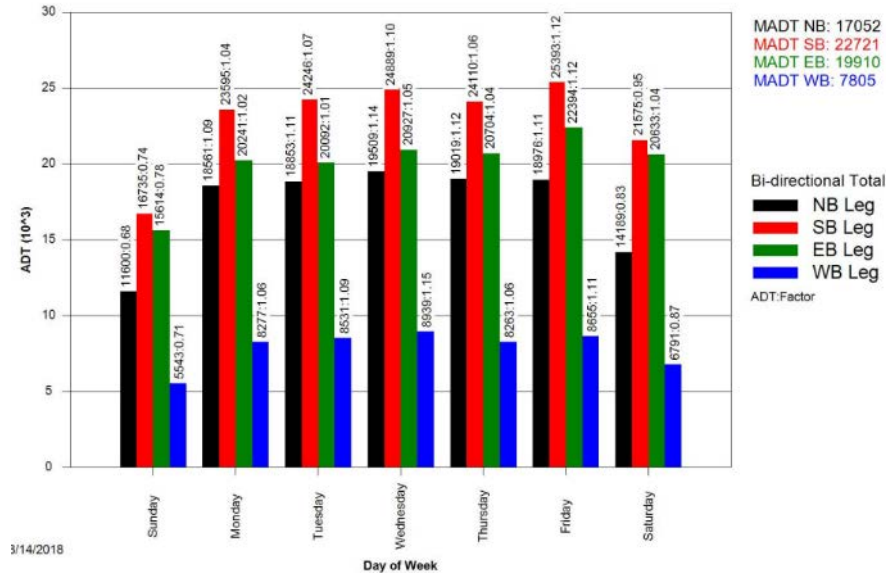
January 2015 Day of the Week Seasonal Factors for 32nd Ave S @ S 31st St  
Effective Number of Days: 31





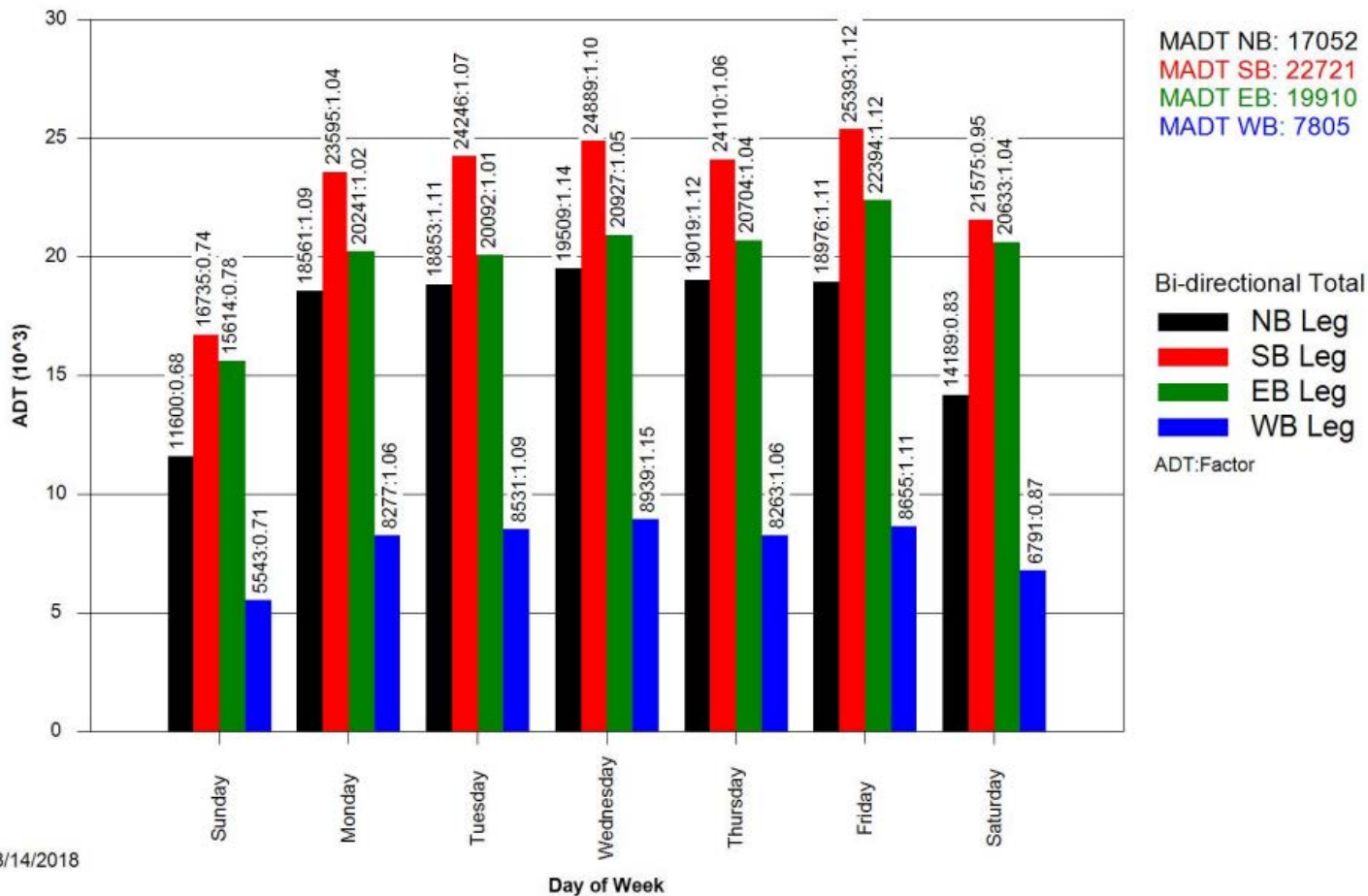
# DOTW Seasonal Factors

October 2017 Day of the Week Seasonal Factors for 32nd Ave S @ S Washington St  
 Direction Specific - Effective Number of Days: 31



3/14/2018

# October 2017 Day of the Week Seasonal Factors for 32nd Ave S @ S Washington St Direction Specific - Effective Number of Days: 31

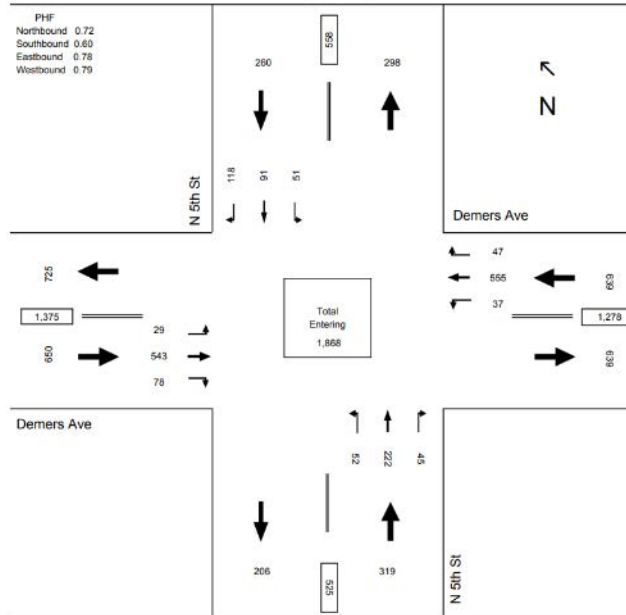


## Peak Hour Volumes/Factors

- Turning movement count
- 1 TMC type diagram per peak period
  - AM (6 – 10)
  - Midday (10 – 2)
  - PM (3 – 7)
- PDF Report & Data Export

# Peak Hour Volumes/Factors

Peak Hour Volume/Factor for Demers Ave @ N 5th St (Weekdays and Weekends)  
 During 2018-01-17 - 2018-01-17  
 Effective Number of Days: 1  
 AM (6 - 10 AM)

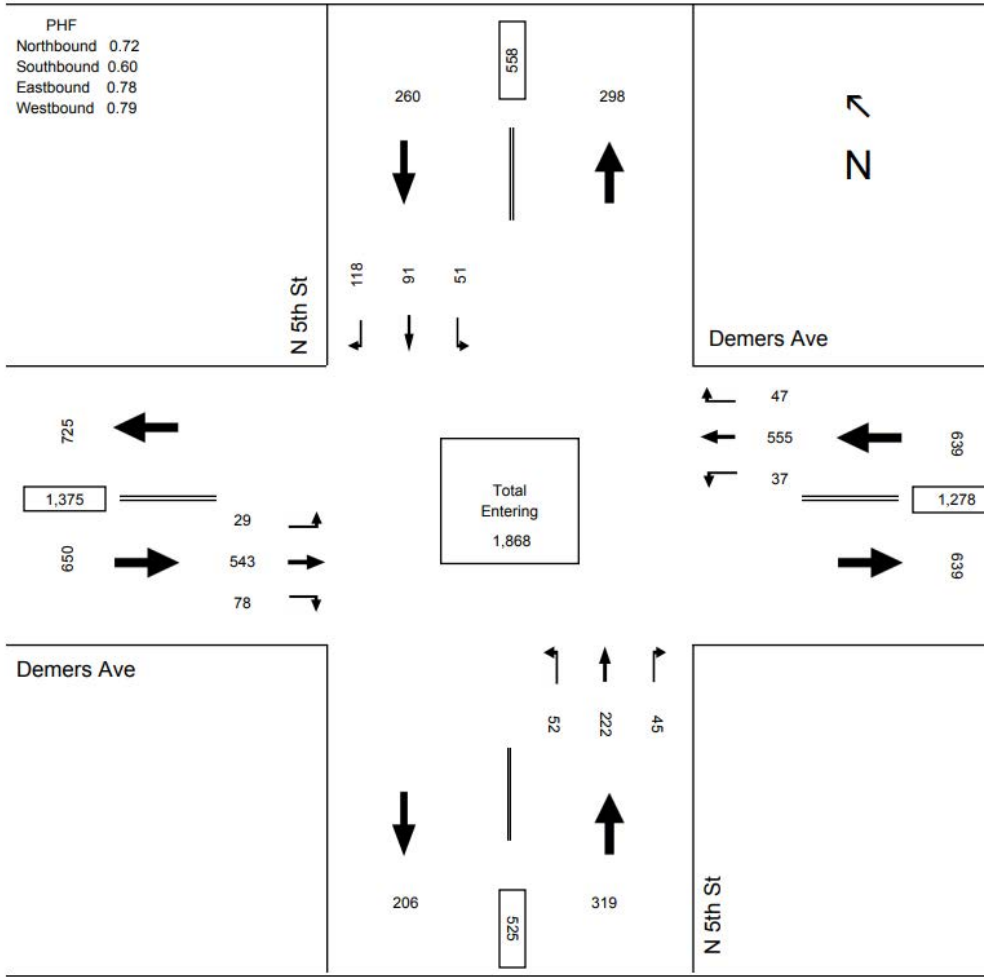


Peak Hour Volume/Factor for Demers Ave @ N 5th St (Weekdays and Weekends)

During 2018-01-17 - 2018-01-17

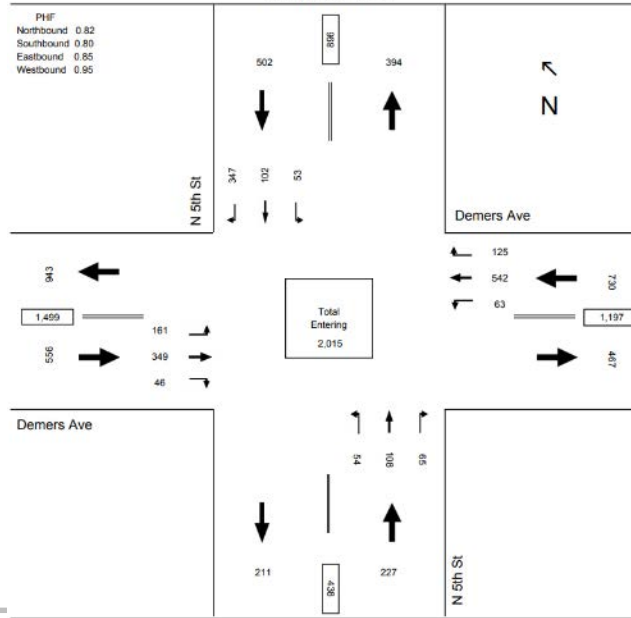
Effective Number of Days: 1

AM (6 - 10 AM)

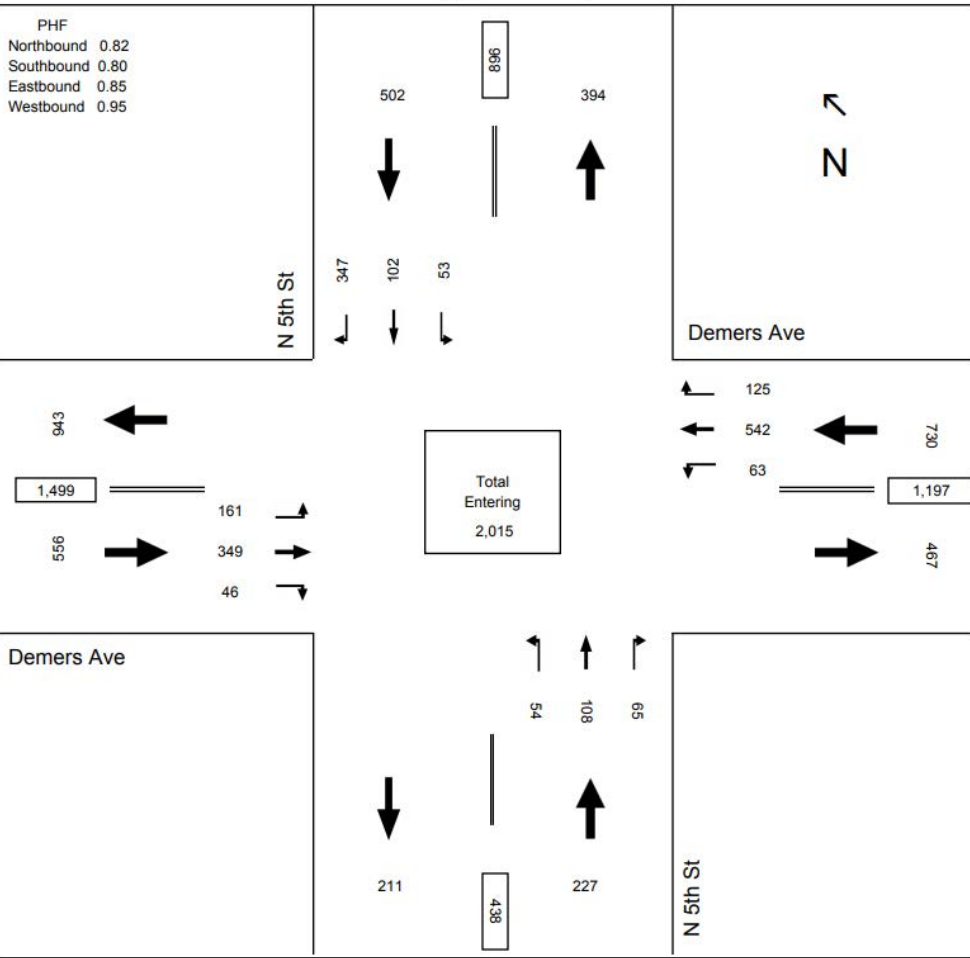


# Peak Hour Volumes/Factors

Peak Hour Volume/Factor for Demers Ave @ N 5th St (Weekdays and Weekends)  
 During 2018-01-17 - 2018-01-17  
 Effective Number of Days: 1  
 Midday (10 AM - 2 PM)

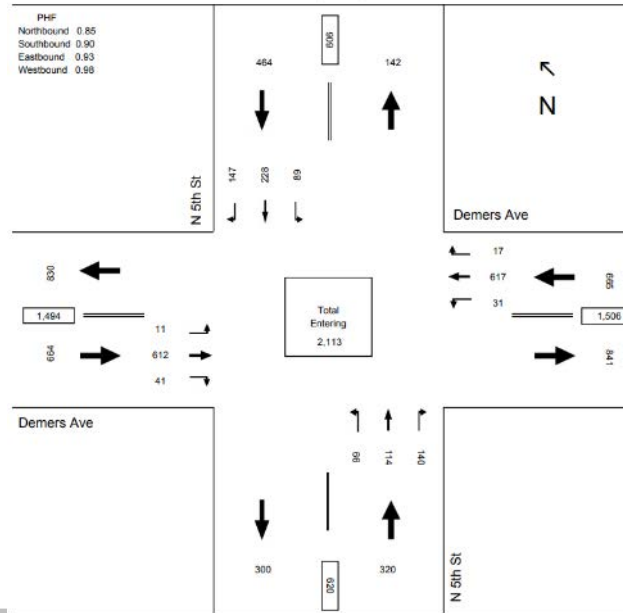


Peak Hour Volume/Factor for Demers Ave @ N 5th St (Weekdays and Weekends)  
 During 2018-01-17 - 2018-01-17  
 Effective Number of Days: 1  
 Midday (10 AM - 2 PM)



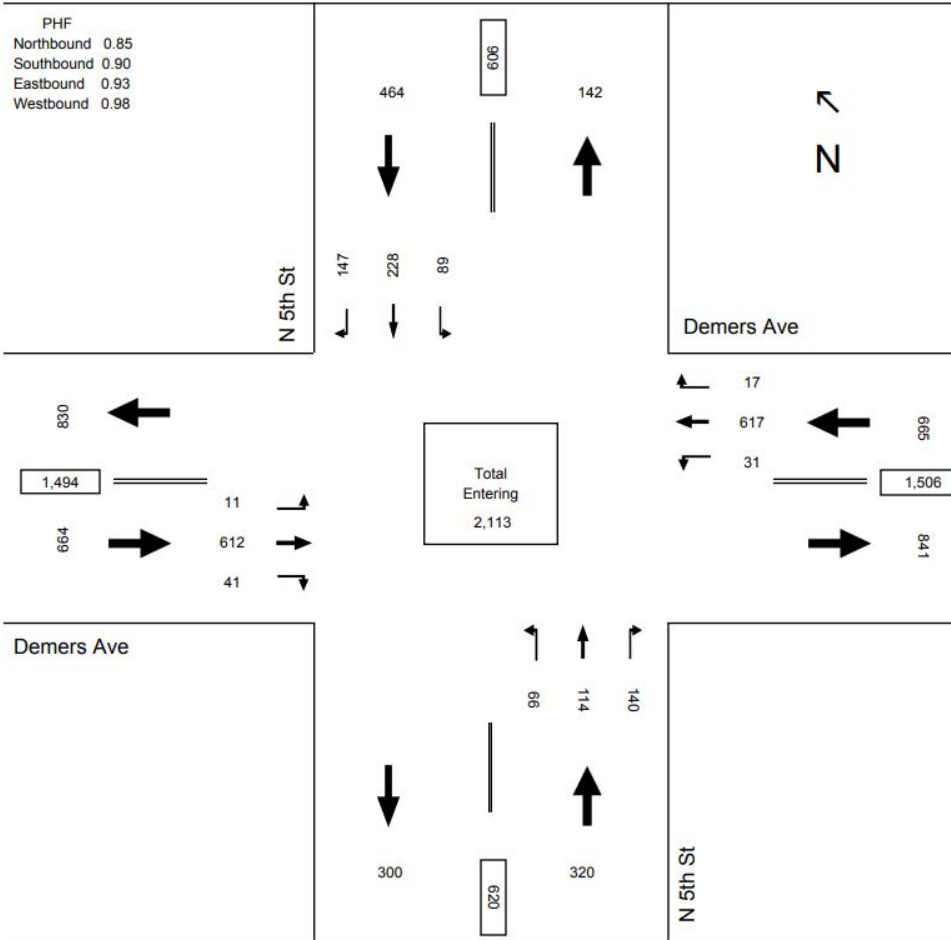
# Peak Hour Volumes/Factors

Peak Hour Volume/Factor for Demers Ave @ N 5th St (Weekdays and Weekends)  
 During 2018-01-17 - 2018-01-17  
 Effective Number of Days: 1  
 PM (3 - 7 PM)





Peak Hour Volume/Factor for Demers Ave @ N 5th St (Weekdays and Weekends)  
 During 2018-01-17 - 2018-01-17  
 Effective Number of Days: 1  
 PM (3 - 7 PM)

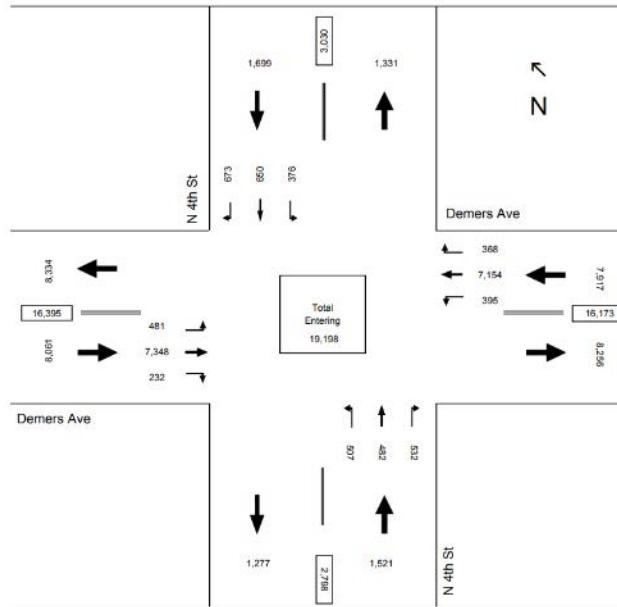


## AADT, MADT, & ADT

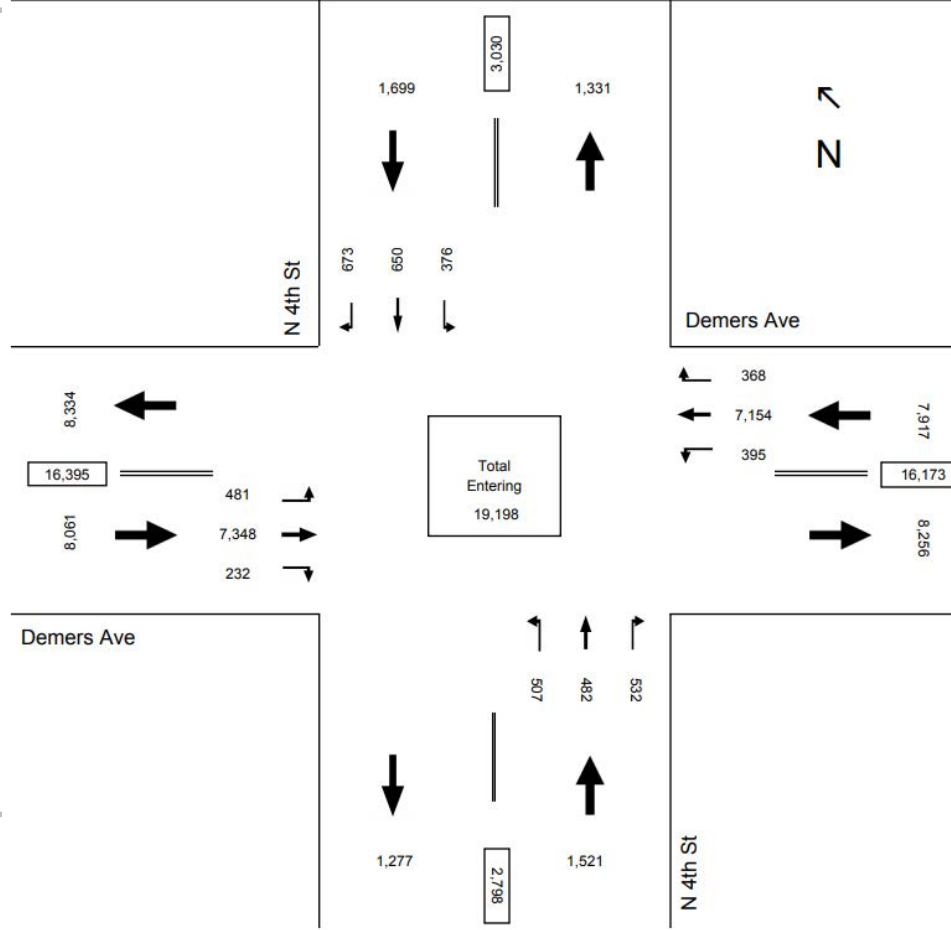
- AADT: Calendar year or last 12 months
- MADT: Any month
- ADT: Custom days
- 1TMC type diagram
- PDF report & Excel data export

# AADT

AADT TMC Diagram for Demers Ave @ N 4th St  
During 01/01/2017 - 12/31/2017  
Effective Number of Days: 346

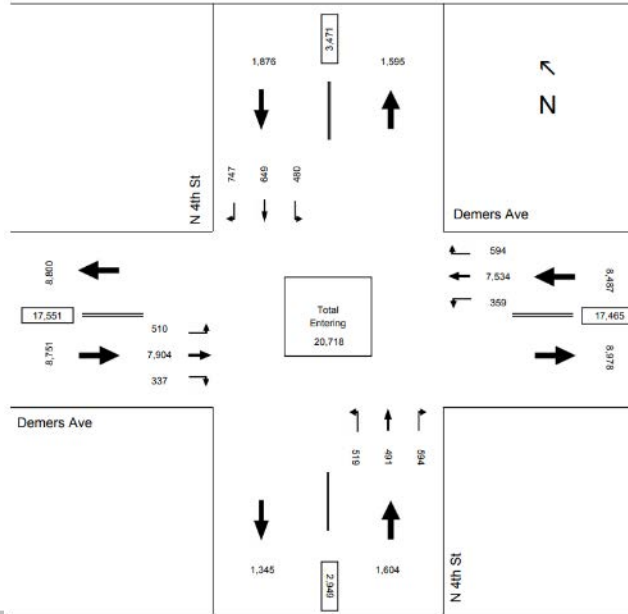


AADT TMC Diagram for Demers Ave @ N 4th St  
 During 01/01/2017 - 12/31/2017  
 Effective Number of Days: 346

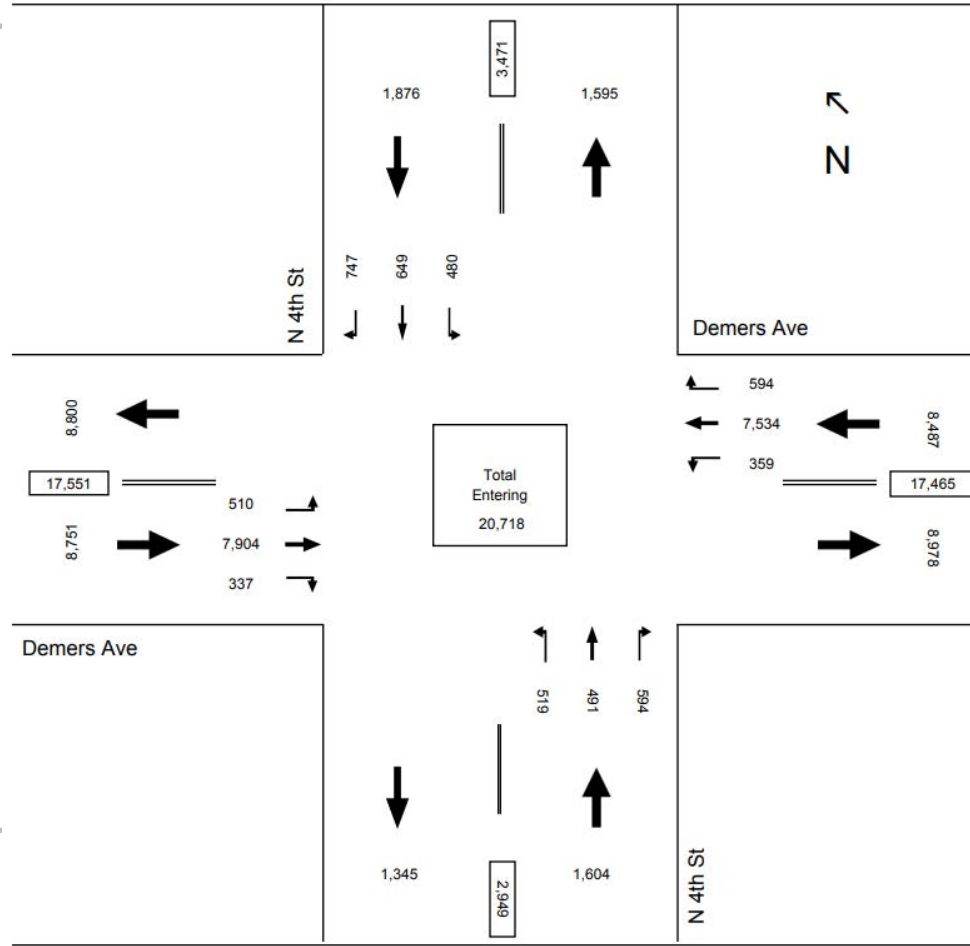


# MADT

October MADT TMC Diagram for Demers Ave @ N 4th St  
During 10/01/2017 - 10/31/2017  
Effective Number of Days: 31

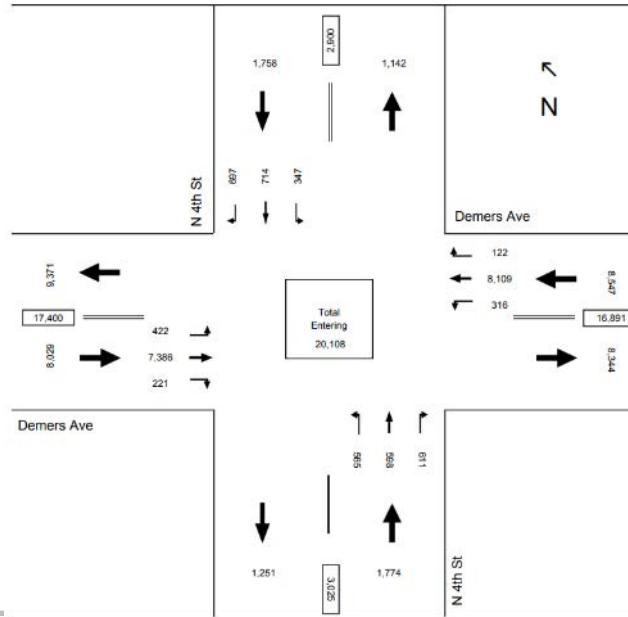


October MADT TMC Diagram for Demers Ave @ N 4th St  
 During 10/01/2017 - 10/31/2017  
 Effective Number of Days: 31

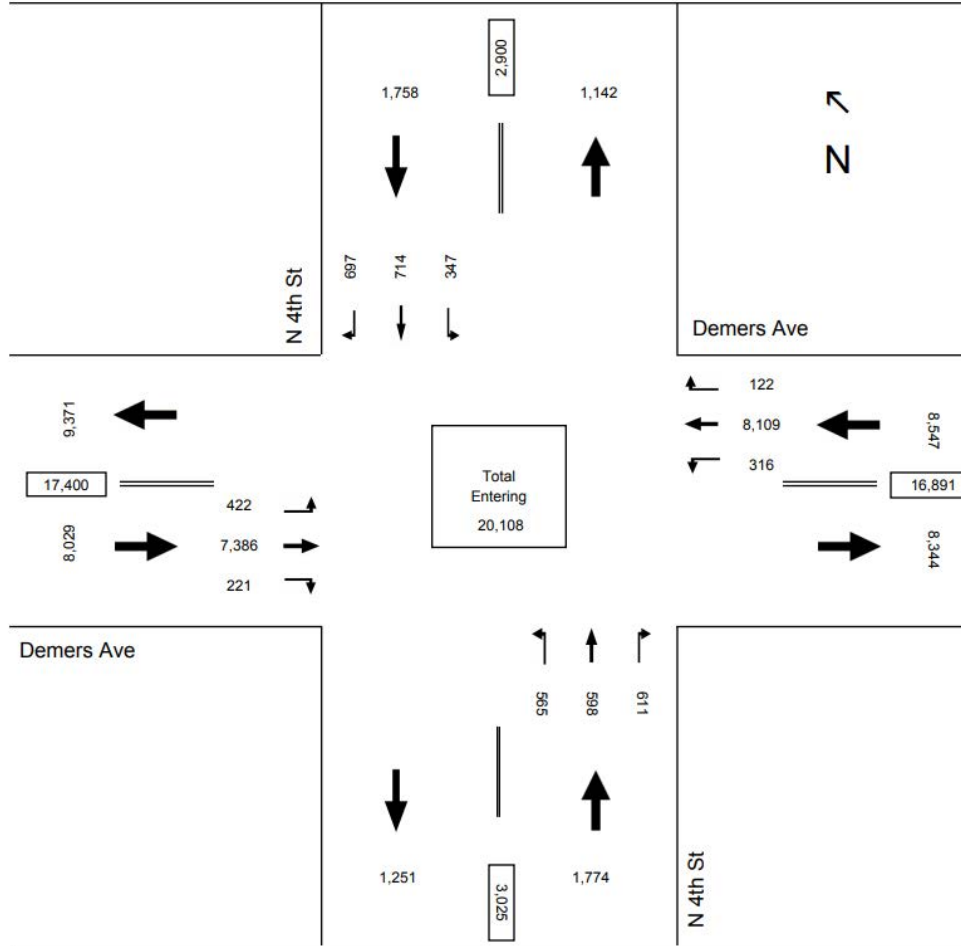


# ADT

ADT TMC Diagram for Demers Ave @ N 4th St  
During 1/17/2018 - 1/17/2018  
Effective Number of Days: 1



ADT TMC Diagram for Demers Ave @ N 4th St  
 During 1/17/2018 - 1/17/2018  
 Effective Number of Days: 1





# Use Cases

- Transportation Planning (MPO)
  - Travel Demand Model
    - 2015
- Traffic Operations (City)
  - Signal phasing and timing
    - Corridor progression design

# Enhancements

- Comparative reports
- Growth factors

# Questions

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**TABLE OF CONTENTS - UPDATE SEPTEMBER, 2019**

**TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION  
ACTIVITIES**

CODE	AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE
200.2	Public Participation Plan	MPO staff has begun assembling reference materials on Public Participation from peer MPOs. Additionally, MPO staff attended Second Webinar in the Virtual Public Involvement Engagement Techniques Series promoted by FHWA. Ongoing activities.	15%	31-Dec-19	
3001	Functional Classification (Update)	MPO staff has made TAC recommended updates. MPO staff will provide an updated map on August 14, 2019 at Technical Advisory Committee meeting.	60%	30-Jun-19	
300.1	ITS Regional Architecture (Update)	Compiled information from the stakeholder group meetings. Began updating the architecture database using the regional architecture development for intelligent transportation (RAD-IT) software tool.	40%	31-Dec-19	
	CAT Route Changes	<b>COMPLETED</b>			
300.2	CORRIDOR PLANNING				
	US 2/US 81 Skewed Intersection Study	Consultant team is still receiving comments and input on the alternatives submitted for consideration of community stakeholders.	70%	30-Jun-19	
	Grand Forks Downtown Parking Study	Committee has approved the draft report. Presentation was made before the GF Planning and Zoning Commission. Waiting on direction for next step to finalize.	95%	30-Jun-19	
	MN 220 N Corridor Study	<b>COMPLETED</b>			
	Downtown Transportation Study	Consultant has the data and has been analyzing the information. Works continue to progress on finalizing the membership of the Steering Committee.	20%	30-Jun-20	
	Traffic Count Program	Vision Camera Data Collection & Traffic Analysis Enhancements.	90%	On-going	
300.5	SPECIAL STUDIES EGF ADA Transition Plan	<b>COMPLETED</b>			
300.54	CAT/UND Shuttle Merger	The concept of CAT running the shuttle service is accepted. The City and UND are working on final agreement of cost and contract.	NA	30-Jun-19	

**MPO UNIFIED PLANNING WORK PROGRAM -UPDATE , 2019**