



WEDNESDAY, NOVEMBER 10TH, 2021 – 1:30 P.M.
East Grand Forks City Hall Training Room/Zoom

PLEASE NOTE: Due to ongoing public health concerns related to COVID-19 the Grand Forks/East Grand Forks Metropolitan Planning Organization (GF/EGF MPO) is encouraging citizens to provide their comments for public hearing items via e-mail at info@theforksmppo.org. The comments will be sent to the Technical Advisory Committee members prior to the meeting and will be included in the minutes of the meeting. To ensure your comments are received and distributed prior to the meeting, please submit them by 5:00 p.m. one (1) business day prior to the meeting and reference the agenda item your comments addresses.

MEMBERS

Peterson/Kadmas _____
 Ellis _____
 Bail/Emery _____
 Brooks/Halford _____
 Riesinger _____

Mason/Hopkins _____
 Zacher/Johnson _____
 Kuharenko/Williams _____
 Bergman _____

West _____
 Magnuson _____
 Sanders _____
 Christianson _____

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE OCTOBER 13, 2021, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF UPDATE ON FUTURE BRIDGE TRAFFIC IMPACT STUDY ALLIANT
6. MATTER OF APPROVAL OF THE 2050 EAST GRAND FORKS LAND USE PLAN KOUBA

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7. MATTER OF APPROVAL OF TRANSIT SAFETY TARGETS.....HAUGEN
8. MATTER OF APPROVAL OF 2022-2025 T.I.P. AMENDMENTSHAUGEN
 - a. Public Hearing
 - b. Committee Action
9. OTHER BUSINESS
 - A. 2021 Annual Work Program Project Update
 - 1) Aerial Photo Update
 - 2) Pavement Management Update
 - 3) Transit Development Program Update
 - 4) Grand Forks Land Use Plan Update
 - 5) East Grand Forks Land Use Plan Update
 - B. Save The Date For Statewide Multimodal Transportation Plan Stakeholder Forums On December 2 and 7 – Info At: www.minnesotago.org
10. ADJOURNMENT

INDIVIDUALS REQUIRING A SPECIAL ACCOMMODATION TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING ARE ASKED TO NOTIFY EARL HAUGEN, TITLE VI COORDINATOR, AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. IN ADDITION, MATERIALS FOR THIS MEETING 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 TITLE VI COORDINATOR AT (701) 746-2660

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, October 13th, 2021**

CALL TO ORDER

Earl Haugen, Chairman, called the October 13th, 2021, meeting of the MPO Technical Advisory Committee to order at 1:47 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: Brad Bail, East Grand Forks Engineering; Nancy Ellis, East Grand Forks Planning; and David Kuharenko, Grand Forks Engineering. The following members were present via Zoom: Michael Johnson, NDDOT-Local Government; Ryan Brooks, Grand Forks Planning; Patrick Hopkins, MnDOT-District 2; Jason Peterson, NDDOT-Grand Forks; and Ryan Riesinger, Airport Authority.

Absent: Steve Emery, Stephanie Halford, Jesse Kadrmas, Rich Sanders, Wayne Zacher, Nick West, Lane Magnuson, Nels Christianson, Dale Bergman, and Jon Mason.

Guest(s) present: Kristen Sperry, FHWA-ND; Bobbi Retzlaff, FHWA MN; Anna Pierce, MnDOT-Central Office; Tim Burkhardt, Alliant Engineering; and Mike Kondziolka, Alliant Engineering.

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

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

**MATTER OF APPROVAL OF THE SEPTEMBER 8TH MINUTES OF THE
TECHNICAL ADVISORY COMMITTEE**

***MOVED BY BROOKS, SECONDED BY ELLIS, TO APPROVE THE SEPTEMBER 8TH,
2021 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS SUBMITTED.***

MOTION CARRIED UNANIMOUSLY.

MATTER OF UPDATE ON FUTURE BRIDGE TRAFFIC IMPACT STUDY

Haugen reported that as noted in the staff report, there are two things that we will discuss today.

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Haugen stated that first, the school surveys were done at the end of September, but Safe Kids is still tallying the data, so he hasn't seen any of the results yet. He added that, just to refresh your memory during that last week of September they asked teachers in the first period class at all the schools to canvas their students to see how they got to school that day; they did that for two days during that week, so that is one thing we will get. He said that the second thing they did was to send a survey to all of the parents of all the students with a series of questions, and that data is also being tallied as well.

Haugen commented that a more important item is, during last month's MPO Board meeting there was discussion about looking to mitigate to a Level of Service C certain intersections that we were just mitigating to a Level of Service D, and pretty much all the information in the Tech memos was relating to 2045 forecasts so he did ask Alliant if they could give us some information on Level of Service in the 2030 forecast numbers so he will turn the screen over to Mr. Burkhardt and Mr. Kondziolka.

Burkhardt said that he would like to chime in with some context, at least from his perspective, that in doing the study as a whole and just updating you on that more generally they are in the midst of documenting the evaluation of the two corridor options at 32nd Avenue and Elks Drive against the future no-build. He stated that they had hoped to present that to you today, but it isn't quite ready so they are not giving that after all, but that is really where their focus is, to try to pull out from the information they have to really get a good understanding of what the difference is between the benefits of a new bridge on the system and then the differences between the two, and there is criteria that you have seen before and will be familiar with in terms of how to that, a lot of it definitely does come down to traffic operation; sort of increases/decreases and just traffic volumes and then performance against standard; so getting specifically to this question about level of mitigation, for the purpose of the study they have been focused on that relative comparison and using a consistent methodology that builds off of what we laid out early on with our methodology memo for how we were going to do the study, which took us to the Level of Service D mitigation, which was pretty standard practice for a study like this, so on one hand he is holding on to that and trying to say that we want to stay with that big picture and do that apples to apples comparison for the purpose of this study, but he understands the request from the City of Grand Forks to look into what it would take to get to a Level of Service C, so we'll talk about that and depending on where that conversations goes we can figure out what is next either for the study itself or for sort of side piece sort of outside the study.

Burkhardt stated that as an initial step to what would it take, or what would it look like to mitigate to a Level of Service C, they did an outline, and he will turn this over to Mr. Kondziolka to go through this for you.

Kondziolka said that part of this request was to look at what the 2030 volumes are at those intersections where we were showing the 2045 mitigated conditions at a Level of Service D or worse so they looked at them with the 2030 volume levels to get an idea of what the level of service at those intersections would be in 2030, closer to the potential opening date, so just to refresh and go over this, there were four locations that had a Level of Service D or worse operations in the 2045 mitigated option or scenario, so in the no-build alternative DeMers and

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Washington was operating at a Level of Service D or worse; in the Elks Drive Bridge Alternative we had 32nd and Belmont Road intersection operating at a Level of Service D in the p.m. peak hour; and then at the 32nd Avenue Bridge option we have 32nd and Cherry and 32nd and Washington operating at a Level of Service D.

Kondziolka stated that they looked at those four intersections, under those conditions, but with 2030 volume levels and found that essentially the two intersections on Washington Street, under the 2030 volume levels, are still operating at a Level of Service D or worse, they were not at a Level of Service C or better for the 2030 conditions, so those two do not change. He said that the two on 32nd, to the east of Washington, so 32nd and Belmont and 32nd and Cherry both were operating at a Level of Service C or better with the 2030 volumes.

Kondziolka commented that essentially the big take-a-way from this is that the two smaller intersections at 32nd and Belmont and 32nd and Cherry were a Level of Service C at the worst, so 32nd and Belmont, which was at a Level of Service C and D by 2045 would be at a Level of Service B and C by 2030, and then under the 32nd Avenue Bridge Alternative the 32nd and Cherry, which was projected to be at a Level of Service D and A would be at a Level of Service B and A in 2030.

Haugen said that, just to give some more background, during the MPO Board discussion the concern was expressed that in just looking at the 2045 numbers, if we opened the bridge right away the traffic volumes that we were showing would be at this lower level of service, and so they felt the impact to the community was kind of tough and then not only are we may be putting a bridge through a neighborhood, but then we are also indicating that it is going to have a lower operating service, so it is doing double harm; and the one way of saying it, but all of the information we were showing them was the 2045 volume and if the bridge was built earlier would we have those level of services right away once the bridge opened so we had the 2030 data and so that is why we said that if we went and used the 2030 data would all of these four intersections still be at a Level of Service D, and what Mr. Kondziolka is telling us is that the Washington ones would but the two others, off the State Highway System, would not, they would be at a better level of service.

Haugen stated that the question then is if the timing of the bridge being built is prior to 2030, or soon after 2030, with the current travel demand model forecasts, then are we still looking at two of the four intersections or are we trying to do a better service even at the two that are at the B/C level.

Kuharenko thanked everyone for covering all that information; he added that he knows that it wasn't necessarily included in the Technical Advisory Committee packet, so would it be possible for them to send out those 2030 Level of Service information to all the Technical Advisory Committee members. Burkhardt responded that they will do that.

Burkhardt asked if there was any follow-up required. Kuharenko responded that he thinks, in general the main concern that Mr. Grasser expressed at the MPO Executive Policy Board, and Mr. Haugen covered that very well, is that we don't want to have a bridge installed and then have

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an overly congested, or an intersection that is performing at a Level of Service D when we first implement it, first construct it, so he thinks the fact that we've got 32nd at Belmont and Cherry, and we know that it will be at a Level of Service C, which is fairly reasonable, but when it comes to DeMers and Washington, he thinks that that intersection, in general, has its own issues and the MPO has studied that and we recently had a road safety review at that intersection and there are a number of other constraints at that intersection that he thinks studying it in more detail probably isn't worthwhile. He added that Washington and 32nd, that is still being listed. He asked what the a.m. and p.m. level of service in 2030 at that intersection. Kondziolka responded that 2030 it will be at a Level of Service C in the a.m. and D in the p.m. Kuharenko said that it is still at a Level of Service D in the p.m., which isn't the best, but we might be able to figure out something else in that area, and he thinks they have looked at a number of alternatives previously at that intersection, or considering that as part of this project, so he thinks the big thing is just making sure we are not having Level of Service D and E situations there from the get-go, so he thinks that is the big thing that they were concerned about; they don't want to implement a bridge, they don't want to start the bridge and have poor traffic conditions right from the get-go.

Haugen stated that it seems like there were three questions kind of leading in; if we wanted to do a better mitigation than a Level of Service D, the first question was is that eligible for planning dollars, and then the second one would be is there a difference between the State system level of service versus the local level of service, and then the third question was if we showed that 2030 volumes were reasonable (the term used at the board level), Level of Service C being reasonable, perhaps, do we still have to do further study to mitigate to a higher level of service, and so we do know that DeMers/Washington is under a separate review taking place, it was recently reviewed with the underpass project, and also with the corridor study that was done a while ago. He said, though, that we also know from the State's response, that if we wanted to go to a mitigated Level of Service C at any of the corridors, it is eligible, but the State emphasized that they would only participate in mitigation to a Level of Service D, and anything that was beyond that, trying to achieve that Level of Service C, would be at 100% local cost.

Haugen said that it is sounding like we may not have to do any additional level of service analysis because we are showing that if we open the bridge up before, or shortly after 2030, we might have reasonable traffic capacity being taken care of. Kuharenko responded that that is correct. Haugen stated, then, that we probably don't have a need to ask for any additional Level of Service mitigation alternatives for any of the intersections, that is what the Technical Advisory Committee's recommendation might be to the MPO Executive Policy Board.

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE NOT PURSUING ADDITIONAL STUDY SCOPE OF WORK TO MITIGATE TO LEVEL OF SERVICE "C".

Haugen asked for confirmation from Mr. Burkhardt and Mr. Kondziolka that they understand what the motion is asking. Burkhardt responded that they do, adding that he thinks this additional information from today helped answer the question of what those intersections would look like at a 2030 opening day, and given that the two local intersections operate at a Level C or

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better and the two others are sort of, as Mr. Kuharenko said, the one at Washington and DeMers has its own issues, or are not able to mitigate reasonably that we would leave those be given that they are also on the State system.

Burkhardt commented that they will proceed with what they have and will share these results with you, so you have that documented.

Haugen stated that part of our message to the public would be that we are agreeing that the level of service will be reasonable if the bridge is opened before or soon after 2030; so that the message is that we think that, yes, you will have a change in your traffic pattern, but it is still from our level of service point of view acceptable and reasonable.

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

Voting Nay: None.

Abstaining: None.

Absent: Kadrmas, Emery, Halford, Christianson, Mason, Zacher, Bergman, West, Magnuson, and Sanders.

MATTER OF APPROVAL OF AMENDMENT TO 2045 MTP

Haugen reported that the past several months we have been discussing possible amendments; a couple of months ago we gave preliminary approval to some projects, but the MPO Executive Policy Board tabled one of them, so we are moving forward with the ones they gave preliminary approval to.

Haugen stated that we did send letters to both Cities asking for their consideration either to process it as an amendment to their City Plan, or to let us know if they feel that isn't necessary so that the MPO can move faster and we did receive letters from both Cities stating that they didn't feel it was necessary for them to do so so that is why this is before you today.

Haugen commented that we did advertise that a public hearing would be held at today's meeting on these amendments. He said that they did not receive any comments about the proposed amendments, so the action today would be a recommendation that we approve the proposed amendments to the 2045 Metropolitan Transportation Plan.

Haugen stated that the projects are the same; one on the Minnesota side and four on the North Dakota side.

MOVED BY KUHARENKO, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE PROPOSED AMENDMENTS TO THE 2045 MTP, AS PRESENTED.

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

Voting Nay: None.

Abstaining: None.

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Absent: Kadrmas, Emery, Halford, Christianson, Mason, Zacher, Bergman, West, Magnuson, and Sanders.

MATTER OF SOLICITATION OF CANDIDATE PROJECTS FOR THE NEXT T.I.P.

Haugen reported that in the staff report, and again we had a little discussion last month about this, we are formally opening up solicitation of candidate projects for many of the programs. He said that they also want you to know that the T.I.P. Procedural Manual has further information for you to utilize and understand fiscal constraint. He added that some of our projects have been cost estimated and listed in a fiscally constrained document for several years now, so we are really trying to focus on the added year to each of the programs instead of trying to squeeze new projects into programs that have already been fiscally constrained for many years.

Haugen said that he does have a presentation, which he did email to the Technical Advisory Committee members earlier (a copy of the presentation is included in the file and is available upon request) that he would like to go over.

Presentation continued.

Haugen went over the various programs and project submittal dates for both North Dakota and Minnesota programs.

Pierce gave links to the Minnesota DNR Federal Recreational Trail Program: https://www.dnr.state.mn.us/grants/recreation/trails_federal.html (due in February); and the Minnesota Regional Trail Grant Program: https://www.dnr.state.mn.us/grants/recreation/trails_regional.html (due in March).

Haugen concluded that staff will keep everyone abreast of any changes that may be required because of action by either Congress or if other project programs open up.

Information only.

OTHER BUSINESS

- A. 2021 Annual Work Program Project Update
 - 1) Aerial Photo Update
 - 2) Pavement Management Update
 - 3) Transit Development Program Update
 - 4) Grand Forks Land Use Plan Update
 - 5) East Grand Forks Land Use Plan Update

Haugen referred to the monthly report, included in the packet, and commented that on the Land Use Plans, visit the websites as they will give you the best information. He added that East

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Grand Forks has a draft that is out for review and comment, they will be approving that in November. He stated that the Grand Forks side is, again the first quarter of 2022.

Haugen commented that we already talked about the bridge study.

Kouba reported that the consultants are going to start doing some of the analysis for the Pavement Management System Update.

Kouba stated that they will be doing some pop-up events for the Transit Development Program, and there is a survey that will be released at the end of the week. She added that there is a website available as well at: www.cattransitplan.com where you can find information and updates on the project as well as to take the survey. She commented they will be doing pop-ups at UND, Northland, the Transit Center, and at the Main Hub at Mid-Town.

Kouba said that she has begun distributing the Aerial Photo and is waiting to hear back from everyone who got it to make sure it is what they want or if they see something that should or shouldn't be there or something. Kuharenko commented that they got the aerial photo, and it is on the City of Grand Forks GIS system and is available for download if there are any consultants or engineers out there that are looking for it. He said that he has been into it a couple of times and it is very nice, the resolution is great, so it is looking really good, and a lot of their engineers are really excited to start using that this winter, so thank you again.

Information only

ADJOURNMENT

***MOVED BY ELLIS, SECONDED BY KUHARENKO, TO ADJOURN THE OCTOBER 13TH,
2021 MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:29 P.M.***

Respectfully submitted by,

Peggy McNelis, Office Manager



MPO Staff Report
Technical Advisory Committee:
November 10, 2021
MPO Executive Board:
November 17, 2021

RECOMMENDED ACTION: Update on Future Bridge Traffic Impact Study

TAC RECOMMENDED ACTION:

Matter of the Update on Future Bridge Traffic Impact Study.

Background: The monthly update will focus on three items. The first is that Tech Memo 4, which is the Purpose and need Statement, has been updated. It is attached. The tweaks reflect feedback and includes info on resource agency coordination.

Second, the information discussed last month concerning the 2030 forecast analysis at certain intersections has been added to Tech Memo 3C. A link to the updated memo is provided as a support material. It is just documenting what we discussed at the TAC and Board meetings.

Third, we will introduce the evaluation matrix. This is a method to start comparing the three different scenarios to the purpose and need statement. The presentation will present this information and explain the method. We welcome feedback yet as we has been our practice we will ask that feedback be provided within a reasonable timeframe. We are currently thinking that feedback would be due right before Thanksgiving.

The school surveys were completed in September for all schools in both Cities. The data results are still being compiled.

Findings and Analysis:

- NONE

Support Materials:

- Tech Memo 4: Purpose and Need
- [Tech Memo 3C](#)
- Presentation

Transmittal Information

To: Earl Haugen (Grand Forks-East Grand Forks MPO)
From: Tim Burkhardt, AICP, MPH (Alliant Engineering)
Hannah Johnson, EIT (Alliant Engineering)
Date: 11/5/2021
Subject: Technical Memorandum #4: Purpose and Need

1. Introduction

This technical memorandum for the Grand Forks-East Grand Forks Future Bridge Traffic Impact Study presents the project Purpose and Need. It also summarizes the early coordination process conducted to solicit comments from potentially interested state and federal agencies, consistent with the Planning and Environmental Linkage (PEL) process.

Other technical memoranda produced for this study are listed below.

2. Existing and Future Area Characteristics

Refer to Technical Memorandum #2 for documentation of the transportation system and infrastructure, the built and natural environment, and land uses for existing and planned future conditions.

3. Traffic Analysis

Refer to Technical Memoranda #3-A and 3-B for a description of the traffic analysis methodology and the future No Build traffic operations and safety performance. Traffic analysis with a new bridge has been completed and documented in Technical Memorandum #3-C.

4. Purpose and Need

4.1 INTRODUCTION

A Purpose and Need Statement explains why an agency or agencies are undertaking a project and describes the main objectives of the project. The “need” describes the transportation problems to be addressed by the project. The “purpose” is a broad statement of the intended transportation results. Together, the purpose and need are a way to measure and understand to what extent the alternatives being considered meet the project needs.

Alternatives that do not address the transportation needs of the project and do not meet the purpose of the project are documented as such and are not studied further. This Purpose and Need statement, like other products being developed during this planning study, may be adopted or used during a subsequent environmental review process.

5. Purpose

The following draft purpose statement has been prepared for the project.

The purpose of the Grand Forks-East Grand Forks Future Bridge Project is to improve mobility and connectivity between Grand Forks and East Grand Forks by reducing congestion on the Point Bridge and connecting roadways while providing a more direct connection for trips between the two cities.

6. Need

The project needs discussion identifies transportation deficiencies that currently exist or are reasonably expected to occur within the project area. The needs section discusses the transportation problems which led to the initiation of the project (primary needs). In addressing these needs, the agencies involved also look for other transportation problems or opportunities for system improvements within the area that may be addressed concurrently (secondary needs).

6.1 PRIMARY NEEDS

The desire for a new multimodal connection between the Cities of Grand Forks and East Grand Forks across the Red River has been under discussion for many years. A key issue identified in the 2045 Metropolitan Transportation Plan (MTP) is the need for an additional southern Red River crossing. An updated review of existing and proposed transportation conditions has identified the following primary needs related to mobility and congestion and system linkage.

6.1.1 Mobility/Congestion

Forecast No Build travel demand in years 2030 and year 2045 shows performance (level of service) and congestion on the Point Bridge and on roadway segments and at intersections leading to the bridge.

- The following roadway segments on or near the Point Bridge are expected to operate at or near capacity by 2045:
 - Washington St
 - DeMers Ave
 - Point Bridge
- The following intersections, including those on or near the Point Bridge, are expected to operate at or near capacity by 2045:
 - Washington & 32nd Ave S
 - Cherry St & 32nd Ave S
 - Belmont Rd & 32nd Ave S
 - Washington St & DeMers Ave
 - Belmont Rd & 4th Ave S
 - Bygland Rd SE & Rhinehart Dr SE (if not improved previously)

6.1.2 Multimodal System Linkage

Travel demand modeling demonstrates the travel constraint created by the limited number and location of bridges across the Red River between Grand Forks and East Grand Forks for both motorized and non-motorized traffic.

- There is a demonstrated travel demand south of the Point Bridge on both sides of the river, resulting in longer trips and/or out-of-direction travel due to vehicles, including transit vehicles, traveling north to cross at the Point Bridge and then south again on both sides of the river.
- There is a lack of non-motorized crossings of the Red River in the southern portion of Grand Forks and East Grand Forks. The southmost pedestrian/bicycle facility across the river connects approximately 17th Avenue in Grand Forks with 11th St SE in East Grand Forks. This crossing is primarily a recreational facility and is long and meandering. There are no other crossings south of this point that support multimodal travel between the two cities.

6.2 SECONDARY NEEDS

Secondary needs are transportation problems or opportunities for improvements within the study area that may be able to be addressed, if feasible, at the same time the primary needs are addressed, but are not the primary issues prompting the study.

6.2.1 Crashes

Review of crash history on study area roadway segments and intersections shows locations that have a crash rate that exceeds the critical crash rate or have a K/A (fatal and severe injury) rate that exceeds the critical K/A rate.

- The following segments have critical crash concerns:
 - 24th Avenue S between S Washington Street and Cherry Street
 - 4th Avenue S / 1st Street SE between Belmont Road and 3rd Avenue SE / Bygland Road (Point Bridge)
 - S Washington Street between DeMers Avenue and 24th Avenue S
 - Cherry Street between 4th Avenue S and 24th Avenue S
 - 32nd Avenue S between S 20th Street and S Washington Street
 - DeMers Avenue / 4th Avenue S between S Washington Street and Cherry Street
 - US 2 between 180th Street SW and TH 220
- The following intersections have critical crash concerns:
 - 32nd Ave S & Washington St S
 - 24th Ave S & Washington St S
 - DeMers Ave & Washington St S
 - Bygland Rd SE & Greenway Blvd SE

6.2.2 Social and Economic Factors

The following social and economic issues are important community drivers for the future bridge study.

- **Community Quality of Life:** Traffic volumes in some locations are high due to congestion and imbalances on the roadway system. A new river crossing is envisioned to achieve a more balanced distribution of trips on the system overall, in turn supporting improved community quality of life.
- **Support for Economic Development:** Significant growth is anticipated in the southern areas of Grand Forks and East Grand Forks. Improving the quality of access between the cities, and improving mobility and safety at key intersections, is expected to benefit area businesses and provide for redevelopment and economic growth, consistent with approved land use and transportation plans.

7. Early Agency Coordination

Consistent with the PEL process, early agency coordination was conducted. A request for statement of views (SOV) or review and comment regarding the Future Bridge Traffic Impact Study was emailed to the agencies listed below on 8/16/2021 with a request for a response by 9/15/2021. The responses are summarized below. The responses highlighted the need for continued coordination and environmental evaluation as the project continues through the environmental and preliminary design process but did not suggest any issues that would modify the purpose and need developed at this stage of the project.

Agency Reviewer	Date/From	Response
North Dakota Game and Fish Department	9/13/2021 – J. D. Schumacher	<ul style="list-style-type: none"> • Structures should not act as a barrier to the movement of fish and other aquatic organisms in the stream channel under any flow conditions. Recommended that project be designed to facilitate wildlife crossing through the bridge structure. • Take appropriate precautions to prevent the introduction or movement of Aquatic Nuisance Species. Provide the department a reasonable opportunity to inspect any equipment prior to these items being launched or placed into waters of the state. • Requested that work not take place within the Red River, a Classified fishery, between April 15 and July 1. • Take steps to prevent construction debris from entering waterway. Restore streambed and banks to pre-project contours unless otherwise planned. Do in kind mitigation of wetland destruction and degradation. Seed disturbed areas with native grass and forb species where appropriate. • If the project results in the removal of native riparian forest, recommended that any loss of trees and shrubs be replaced with similar species on a 2:1 basis. Upland

		<p>plantings cannot adequately replace this habitat type, so suggested that the mitigation planting be incorporated into the impacted forest or a similar area of woodland adjacent to the Red River.</p>
North Dakota Geological Survey	8/16/21 – Fred Anderson	<ul style="list-style-type: none"> • Shallow surface geology consists of approximately 74-ft of glaciolacustrine silts and clays of the Sherack and Brenna Formations, underlain by subglacial clay till of the Falconer member of the Forest River Formation. <ul style="list-style-type: none"> ○ Brenna Formation – highly plastic and deformable clay, can make for difficult shallow construction conditions. • There are areas where slumping erodes the riverbanks in the study area. • Landslide and LiDAR maps are available.
North Dakota Parks and Recreation	9/14/21 – Kathy Duttonhefner	<ul style="list-style-type: none"> • The project does not appear to affect properties that NDPRD owns, leases, or manages. • Several Land and Water Conservation Fund projects have been identified near the proposed project’s vicinity. These properties have a designated 6(f) property boundary that carries restrictions on modifications to the property. Based on the map provided, none of the resources appear to be within the footprint of the proposed bridge project. • There are no known rare species or significant ecological communities documented within or immediately adjacent to the project site.
North Dakota Department of Water Resources (previously called the State Water Commission)	9/9/21 – Steven Best	<ul style="list-style-type: none"> • Floodplains within the project area are designated to be in Zone AE. Permitting is done by a local entity. • Project is within a regulatory floodway, so a floodway review should be requested from the State Engineer before authorizing any development. • Any new bridge or other feature that occurs at least partially below the ordinary high-water mark of the Red River would require a Sovereign Land Permit • If the project requires storage of water, a construction permit may be required. • If surface water or groundwater is diverted, water permit is required.
Army Corps of Engineers – St. Paul District	9/14/21 – Ben Orne (voice mail)	<ul style="list-style-type: none"> • Requested a call back at 651-290-5280. <i>Tim Burkhardt spoke with Ben on 10/5/2021. He said he would follow up with an email (reminder sent on 11/5/2021).</i>

Minnesota Pollution Control Agency	8/30/21 – Karin Kromar (voice mail)	<ul style="list-style-type: none"> • Not able to comment now but would like to stay in the loop once there is more information. <i>Tim Burkhardt left a message with Karin on 10/5/2021.</i>
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No responses have been received from the following agencies:

- MN State Historic Preservation Office – Environmental Review
- MN Office of the State Archeologist
- MN Indian Affairs Council – Cultural Resources
- MN Department of Natural Resources – Environmental Review
- MN Department of Health – Health Review
- MN Department of Agriculture – Ag Marketing & Development
- MN Department of Commerce – Environmental Review
- MN Board of Water & Soil Resources – Water Programs
- ND Department of Environmental Quality
- ND Soil Conservation Committee (NDSU Extension Service)
- US Fish & Wildlife Services
- US Army Corps of Engineers
 - Omaha District
 - ND Regulatory Office
- US Coast Guard
- US Department of Agriculture - NRCS
- US Environmental Protection Agency
 - Region 5
 - Region 8
- US Geological Survey – Water Resources Division

A map of a river area with a bridge structure highlighted in blue. The map shows a network of roads and a winding river. A large bridge structure is highlighted in blue, spanning across the river. The text is overlaid on the map.

Future Bridge Traffic Impact Study

TAC Meeting #8

NOVEMBER 10, 2021 (1:30-2:30)



Agenda

TIME	TOPIC
1:30	Welcome and Introductions (Earl Haugen/Tim Burkhardt)
1:35	Schedule, Tasks and Deliverables Update (Tim Burkhardt)
1:40	Brief Updates <ul style="list-style-type: none">• Tech Memo 3C – Final Revisions• Revised Purpose and Need
1:45	Evaluation of Alternatives <ul style="list-style-type: none">• Draft Evaluation Results• Cost Estimates• Graphics
2:20	Additional Questions/Discussion
2:30	Rest of TAC Agenda

Schedule Overview

Task	F	M	A	M	J	J	A	S	O	N	D	J
1. Project Management	█	█	█	█	█	█	█	█	█	█	█	█
2. Public Involvement	█	█	█	█	█	█	█	█	█	█	█	█
3. Existing/Future Conditions	█	█	█	█	█	█	█	█	█	█	█	█
4. Traffic Analysis	█	█	█	█	█	█	█	█	█	█	█	█
5. Issues and Needs	█	█	█	█	█	█	█	█	█	█	█	█
6. Alternatives Development	█	█	█	█	█	█	█	█	█	█	█	█
7. Alternatives Evaluation	█	█	█	█	█	█	█	█	█	█	█	█
8. Implementation Plan	█	█	█	█	█	█	█	█	█	█	█	█
9. Study Report	█	█	█	█	█	█	█	█	█	█	█	█

1-month time extension proposed (through January 2022)

TAC, Ad Hoc and Public Meetings

Meeting	Date	Agenda/Deliverables
TAC #8	11/10/21	<ul style="list-style-type: none"> • TM #5 (Illustrations of Alternatives) • TM #6 (Evaluation Results + Cost) • Final Purpose and Need
Ad Hoc #5	Late Nov/Early Dec	<ul style="list-style-type: none"> • TM #5 (Illustrations of Alternatives) • TM #6 (Evaluation Results + Cost) • Final Purpose and Need
Open House #2 (online, possible in-person component)	Early-mid Dec	<ul style="list-style-type: none"> • Evaluation Results
TAC #9	12/8/21	<ul style="list-style-type: none"> • Brief update on public comment to date (?) • TM #7 – Draft Implementation Plan
TAC #10	1/12/22	<ul style="list-style-type: none"> • Draft Report (final will be via email)
Ad Hoc #6	Mid-Jan	<ul style="list-style-type: none"> • Draft Report (including Implementation Plan)
Close-out	By 1/31/22	<ul style="list-style-type: none"> • Provide Final Report to MPO • Post Final Report on web site (NOTE: Social Pinpoint site remains active through end of March 2022)

1-month time extension proposed (through January 2022)

Tasks & Deliverables Status

Task	Completed Deliverables	In Progress	Upcoming
1. Project Management	TAC Updates 1-7	TAC Update #8	Monthly TAC Updates
2. Public Involvement	Public Involvement Plan Ad Hoc Group 1,2,3, 4 Public Event #1	Maintain Web Site	Ad Hoc Group #5 (Nov/Dec) Public Event #2 (Dec)
3. Existing and Future Conditions	Tech Memo #2		
4. Traffic Analysis	Tech Memo #3-A, 3-B, 3-C		
5. Issues and Needs	Tech Memo #4 (Purpose and Need)		
6. Alternatives Development	N/A	Alternatives Development	
7. Alternatives Evaluation	N/A	Alternatives Evaluation	
8. Implementation Plan	N/A	N/A	
9. Study Report	N/A	N/A	



Updates – Tech Memo 3C

Updated to reflect LOS C Questions - Request by City of Grand Forks

- Would mitigated intersections operate at LOS C or better in 2030?
 - LOS C: 32nd and Belmont (for Elks Drive alternative) and 32nd and Cherry (for 32nd Ave alternative)
 - LOS D: Washington and Demers (for No Build) and Washington and 32nd (for 32nd Ave alternative)



Updates – Purpose and Need (Tech Memo #4)

Updated to Reflect Agency Coordination Process

- Conducted agency coordination process to be consistent with expectations for a Planning and Environmental Linkages (PEL) Study
 - Sent request for comment letter to ND, MN and federal agencies on 8/16/21
 - Received responses from four agencies (ND Game and Fish, ND Geological Survey, ND Parks and Rec, ND Water Resources)
 - Responses identified potential issues for study during environmental (NEPA) process but did not alter the Project Purpose and Need
 - Shows effort toward coordination for future project phases
 - Coordination process and response has now been documented in the Purpose and Need document



Alternatives Evaluation (cont'd)

Criteria

- Meets project purpose?
- Meets identified needs?
 - Mobility and Congestion
 - Multimodal System Linkage
 - Crashes [not evaluated at planning level]
 - Community and Economic Factors
 - Environmental Impacts
- Cost



Alternatives Evaluation (cont'd)

Criteria: Purpose and Need

- Mobility and Congestion
 - Point Bridge Congestion
 - Study Segment Congestion
 - Study Intersection Congestion
- Multimodal System Linkage
 - System travel distance and time
 - Study corridor travel distance and time
 - Bike/ped connectivity
- Community and Economic Factors
 - Traffic volume on study corridors
 - Traffic volume on study corridors adjacent to schools
- Consistency with transportation plans
- Support for economic development
- Impact on Greenway
- Environmental Impacts
 - Flood protection system
 - Soil stability
 - Community resources
 - Natural resources
 - Farmland
 - Visual
 - Air
 - Noise
- Cost
 - Bridge cost (from 2020 study)
 - Intersection improvements (mitigation)

Alternatives Evaluation (cont'd)

Measures

- Planning level
 - Quantitative when possible (traffic)
 - Qualitative otherwise
 - Comparative or absolute
- Avoid double counting
- Not adding/totaling scores
 - Not weighted
- Pairwise comparison/key differentiators

Ratings (5-point scale)

--	Highly negative result
-	Negative result
0	Neutral
+	Positive result
++	Highly positive result



Alternatives Evaluation (cont'd)

Interpreting the Results

- Focus on understanding what we've got
 - Are we solving the problem (compare to No Build?)
 - Does one option solve it better (Elks vs 32nd?)
- Revisions?
 - Make sense?
 - Something missing?
 - Refine method?

Then What?

- Review by Ad Hoc and Public
 - Engineering/technical
 - Public/personal
 - Trust in next steps
- Final review by TAC
- Study Report
 - Will document the results but not recommend a “preferred alternative”
 - Lays groundwork for next phase – funding, preliminary design/NEPA

Evaluation Results

Project Purpose + Mobility and Congestion

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Project Purpose							
Compatible with project purpose	Yes or No	No	-	Yes	+	Yes	+
Mobility and Congestion							
Point Bridge Congestion	2045 LOS (V/C)	E (0.99)	-	A (0.57)	++	B (0.61)	++
Study Corridor Congestion	System average V/C for year 2045	C (0.74)	+	B (0.62)	++	B (0.63)	++
Study Intersections - Congestion Mitigation Needed	Number of intersections requiring mitigation	5	-	6	-	5	-
Study Intersections - Congestion After Mitigation	Number of intersections LOS E or worse after feasible mitigation	1	-	0	+	0	+

Yellow highlight = summary line (see details)

LOS Ratings Key

LOS A/B	++
LOS C	+
LOS D	0
LOS E	-
LOS F	--

Evaluation Criteria	Measure	No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Study Corridor Congestion	System average V/C for year 2045	C (0.74)	+	B (0.62)	++	B (0.63)	++
<i>S Washington St</i>	<i>Demers to 24th</i>	<i>F (1.03)</i>	<i>--</i>	<i>D (0.89)</i>	<i>0</i>	<i>E (0.92)</i>	<i>-</i>
<i>S Washington St</i>	<i>24th to 32nd</i>	<i>D (0.89)</i>	<i>0</i>	<i>D (0.83)</i>	<i>0</i>	<i>D (0.83)</i>	<i>0</i>
<i>S Washington St</i>	<i>32nd to 40th</i>	<i>D (0.89)</i>	<i>0</i>	<i>D (0.82)</i>	<i>0</i>	<i>D (0.83)</i>	<i>0</i>
<i>Belmont Rd</i>	<i>4th to Elks Dr</i>	<i>B (0.63)</i>	<i>++</i>	<i>A (0.43)</i>	<i>++</i>	<i>A (0.43)</i>	<i>++</i>
<i>Belmont Rd</i>	<i>Elks to 24th</i>	<i>A (0.56)</i>	<i>++</i>	<i>D (0.87)</i>	<i>0</i>	<i>A (0.37)</i>	<i>++</i>
<i>Belmont Rd</i>	<i>24th to 32nd</i>	<i>B (0.69)</i>	<i>++</i>	<i>C (0.76)</i>	<i>+</i>	<i>A (0.53)</i>	<i>++</i>
<i>Belmont Rd</i>	<i>32nd to 40th</i>	<i>A (0.48)</i>	<i>++</i>	<i>A (0.43)</i>	<i>++</i>	<i>A (0.44)</i>	<i>++</i>
<i>32nd Ave S</i>	<i>20th to Washington</i>	<i>C (0.77)</i>	<i>+</i>	<i>C (0.73)</i>	<i>+</i>	<i>C (0.77)</i>	<i>+</i>
<i>32nd Ave S</i>	<i>Washington to Cherry</i>	<i>A (0.42)</i>	<i>++</i>	<i>A (0.53)</i>	<i>++</i>	<i>C (0.73)</i>	<i>+</i>
<i>32nd Ave S</i>	<i>Cherry to Belmont</i>	<i>A (0.27)</i>	<i>++</i>	<i>A (0.41)</i>	<i>++</i>	<i>B (0.63)</i>	<i>++</i>
<i>24th Ave S</i>	<i>Washington to Cherry</i>	<i>A (0.35)</i>	<i>++</i>	<i>A (0.53)</i>	<i>++</i>	<i>A (0.35)</i>	<i>++</i>
<i>24th Ave S</i>	<i>Cherry to Belmont</i>	<i>A (0.14)</i>	<i>++</i>	<i>A (0.36)</i>	<i>++</i>	<i>A (0.13)</i>	<i>++</i>
<i>4th Ave S</i>	<i>Demers to Cherry</i>	<i>D (0.88)</i>	<i>0</i>	<i>A (0.58)</i>	<i>++</i>	<i>B (0.63)</i>	<i>++</i>
<i>4th Ave S</i>	<i>Cherry to Belmont</i>	<i>C (0.72)</i>	<i>+</i>	<i>A (0.44)</i>	<i>++</i>	<i>A (0.49)</i>	<i>++</i>
<i>4th Ave S</i>	<i>4th & Belmont to 1st & 3rd</i>	<i>E (0.99)</i>	<i>-</i>	<i>A (0.57)</i>	<i>++</i>	<i>B (0.61)</i>	<i>++</i>
<i>Cherry St</i>	<i>4th to 24th</i>	<i>A (0.42)</i>	<i>++</i>	<i>A (0.31)</i>	<i>++</i>	<i>A (0.31)</i>	<i>++</i>
<i>Cherry St</i>	<i>24th to 32nd</i>	<i>A (0.32)</i>	<i>++</i>	<i>A (0.27)</i>	<i>++</i>	<i>A (0.23)</i>	<i>++</i>
<i>Cherry St</i>	<i>32nd to 40th</i>	<i>A (0.39)</i>	<i>++</i>	<i>A (0.38)</i>	<i>++</i>	<i>A (0.39)</i>	<i>++</i>
<i>2nd Ave NE</i>	<i>2nd & US 2 to 3rd & 1st</i>	<i>B (0.62)</i>	<i>++</i>	<i>A (0.50)</i>	<i>++</i>	<i>A (0.52)</i>	<i>++</i>
<i>3rd Ave SE</i>	<i>3rd & 1st to Bygland & Rhinehart</i>	<i>C (0.78)</i>	<i>+</i>	<i>A (0.51)</i>	<i>++</i>	<i>A (0.54)</i>	<i>++</i>
<i>Bygland Rd SE</i>	<i>Rhinehart to Greenway</i>	<i>A (0.38)</i>	<i>++</i>	<i>A (0.25)</i>	<i>++</i>	<i>A (0.27)</i>	<i>++</i>
<i>Bygland Rd SE</i>	<i>Greenway to Bygland</i>	<i>A (0.17)</i>	<i>++</i>	<i>A (0.24)</i>	<i>++</i>	<i>A (0.13)</i>	<i>++</i>
<i>Bygland Rd SE</i>	<i>190th to Bygland</i>	<i>A (0.14)</i>	<i>++</i>	<i>A (0.31)</i>	<i>++</i>	<i>A (0.35)</i>	<i>++</i>
<i>Bygland Rd SE/Harley Dr</i>	<i>Bygland & Bygland to TH 220 & Harley Dr</i>	<i>A (0.14)</i>	<i>++</i>	<i>A (0.30)</i>	<i>++</i>	<i>A (0.35)</i>	<i>++</i>
<i>Rhinehart Dr SE</i>	<i>Bygland to Greenway</i>	<i>A (0.26)</i>	<i>++</i>	<i>A (0.22)</i>	<i>++</i>	<i>A (0.23)</i>	<i>++</i>
<i>Rhinehart Dr SE</i>	<i>Greenway to Elks Bridge</i>	<i>A (0.03)</i>	<i>++</i>	<i>A (0.53)</i>	<i>++</i>	<i>A (0.31)</i>	<i>++</i>
<i>Rhinehart Dr SE</i>	<i>Elks Bridge to 32nd Bridge</i>	<i>A (0.03)</i>	<i>++</i>	<i>A (0.18)</i>	<i>++</i>	<i>A (0.31)</i>	<i>++</i>
<i>Rhinehart Dr SE</i>	<i>32nd Bridge to 190th</i>	<i>A (0.03)</i>	<i>++</i>	<i>A (0.18)</i>	<i>++</i>	<i>A (0.44)</i>	<i>++</i>
<i>Rhinehart Dr SE</i>	<i>South of 190th</i>	<i>A (0.02)</i>	<i>++</i>	<i>A (0.03)</i>	<i>++</i>	<i>A (0.03)</i>	<i>++</i>
<i>Greenway Blvd SE</i>	<i>Rhinehart to Bygland</i>	<i>A (0.21)</i>	<i>++</i>	<i>A (0.47)</i>	<i>++</i>	<i>A (0.28)</i>	<i>++</i>
<i>Greenway Blvd SE</i>	<i>East of Bygland</i>	<i>A (0.36)</i>	<i>++</i>	<i>A (0.35)</i>	<i>++</i>	<i>A (0.34)</i>	<i>++</i>
<i>TH 220</i>	<i>South of Harley</i>	<i>A (0.05)</i>	<i>++</i>	<i>A (0.04)</i>	<i>++</i>	<i>A (0.04)</i>	<i>++</i>
<i>TH 220</i>	<i>Harley to US 2</i>	<i>A (0.17)</i>	<i>++</i>	<i>A (0.33)</i>	<i>++</i>	<i>A (0.37)</i>	<i>++</i>
<i>TH 220</i>	<i>North of US 2</i>	<i>A (0.00)</i>	<i>++</i>	<i>A (0.00)</i>	<i>++</i>	<i>A (0.00)</i>	<i>++</i>
<i>Demers Ave</i>	<i>20th to Washington</i>	<i>C (0.78)</i>	<i>+</i>	<i>B (0.64)</i>	<i>++</i>	<i>B (0.65)</i>	<i>++</i>
<i>Demers Ave</i>	<i>Washington to 4th</i>	<i>E (0.96)</i>	<i>-</i>	<i>C (0.78)</i>	<i>+</i>	<i>C (0.80)</i>	<i>+</i>
<i>190th St SW</i>	<i>East of Rhinehart</i>	<i>A (0.01)</i>	<i>++</i>	<i>A (0.15)</i>	<i>++</i>	<i>A (0.42)</i>	<i>++</i>
<i>US 2</i>	<i>West of 220</i>	<i>A (0.37)</i>	<i>++</i>	<i>A (0.27)</i>	<i>++</i>	<i>A (0.26)</i>	<i>++</i>
<i>US 2</i>	<i>East of 220</i>	<i>A (0.28)</i>	<i>++</i>	<i>A (0.28)</i>	<i>++</i>	<i>A (0.27)</i>	<i>++</i>

Evaluation Results

Multimodal System Linkage

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Multimodal System Linkage							
Total travel on the system (distance)	Urban VMT (Table 14 from Appendix C - Red River Crossing Analysis)	1,054,784	0	14,600 less	+	24,721 less	++
Total travel on the system (time)	VHT (Table 14 from Appendix C - Red River Crossing Analysis)	59,702	0	522 less	+	831 less	++
Total travel on study corridors (distance)	Values from ATAC TDM	205,490	0	314 less	+	3,448 less	++
Total travel on study corridors (time)	Values from ATAC TDM	3,430	0	66 less	+	112 less	++
Ped/bike connectivity	Number and distribution of ped/bike connections across river	4	-	5/less spread	+	5/more spread	++

Evaluation Results

Community and Economic Factors

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Community and Economic Factors							
Total travel on study corridors (distance)	Values from ATAC Travel Demand Model	205,490	0	314 less	+	3,448 less	++
Traffic change on study corridors adjacent to schools	Based on traffic exposure at all schools in study area (see measures below)	44,440	0	1,560 less	+	180 less	0
Consistency with approved transportation plans	Is the alternative consistent with LRTP and city plans?	No	-	No	0	Yes	+
Support for economic development	Degree of improved regional accessibility provided (qualitative)	No Change	0	Improve	+	Improve	+
Impact to the Greenway (a protected Section 4(f) resource)	Level of impact	None	0	Smaller footprint	-	Larger footprint	-

Evaluatin Criteria	Measure	No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Total travel on study corridors (distance)	Values from ATAC Travel Demand Model	205,490	0	314 less	+	3,448 less	++
<i>S Washington St (Principal Arterial)</i>	<i>Demers to 24th</i>	44,101	0	42,356 (-4%)	+	43,159 (-2%)	+
<i>S Washington St (Principal Arterial)</i>	<i>24th to 32nd</i>	15,337	0	15,717 (+2%)	-	15,431 (+1%)	-
<i>S Washington St (Principal Arterial)</i>	<i>32nd to 40th</i>	13,624	0	14,093 (+3%)	-	14,238 (+5%)	-
<i>Belmont Rd (Minor Arterial)</i>	<i>4th to Elks Dr</i>	9,717	0	7,019 (-28%)	++	6,802 (-30%)	++
<i>Belmont Rd (Minor Arterial)</i>	<i>Elks to 24th</i>	553	0	981 (+77%)	--	415 (-25%)	+
<i>Belmont Rd (Minor Arterial)</i>	<i>24th to 32nd</i>	3,701	0	3,812 (+3%)	-	2,285 (-38%)	++
<i>Belmont Rd (Minor Arterial)</i>	<i>32nd to 40th</i>	2,996	0	2,400 (-20%)	+	2,483 (-17%)	+
<i>32nd Ave S (Principal Arterial)</i>	<i>20th to Washington</i>	12,118	0	14,045 (+16%)	-	14,322 (+18%)	-
<i>32nd Ave S (Minor Arterial)</i>	<i>Washington to Cherry</i>	2,423	0	3,149 (+30%)	--	4,225 (+74%)	--
<i>32nd Ave S (Minor Arterial)</i>	<i>Cherry to Belmont</i>	1,316	0	1,761 (+34%)	--	2,698 (+105%)	--
<i>24th Ave S (Major Collector)</i>	<i>Washington to Cherry</i>	1,635	0	2,570 (+57%)	--	1,790 (+9%)	-
<i>24th Ave S (Major Collector)</i>	<i>Cherry to Belmont</i>	189	0	1,221 (+546%)	--	441 (+133%)	--
<i>4th Ave S (Minor Arterial)</i>	<i>Demers to Cherry</i>	973	0	755 (-22%)	+	822 (-16%)	+
<i>4th Ave S (Minor Arterial)</i>	<i>Cherry to Belmont</i>	2,687	0	1,791 (-33%)	++	1,989 (-26%)	++
<i>4th Ave S (Minor Arterial)</i>	<i>4th & Belmont to 1st & 3rd</i>	8,070	0	4,789 (-41%)	++	5,210 (-35%)	++
<i>Cherry St (Major Collector)</i>	<i>4th to 24th</i>	4,634	0	3,546 (-23%)	+	3,619 (-22%)	+
<i>Cherry St (Major Collector)</i>	<i>24th to 32nd</i>	1,419	0	1,392 (-2%)	+	1,233 (-13%)	+
<i>Cherry St (Major Collector)</i>	<i>32nd to 40th</i>	2,044	0	1,904 (-7%)	+	1,931 (-6%)	+
<i>2nd Ave NE (Minor Arterial)</i>	<i>2nd & US 2 to 3rd & 1st</i>	4,075	0	3,359 (-18%)	+	3,395 (-17%)	+
<i>3rd Ave SE (Minor Arterial)</i>	<i>3rd & 1st to Byglad & Rhinehart</i>	7,412	0	5,075 (-32%)	++	5,358 (-28%)	++
<i>Byglad Rd SE (Minor Arterial)</i>	<i>Rhinehart to Greenway</i>	5,056	0	3,681 (-27%)	++	3,845 (-24%)	+
<i>Byglad Rd SE (Minor Arterial)</i>	<i>Greenway to Byglad</i>	1,896	0	2,812 (+48%)	--	1,507 (-21%)	+
<i>Byglad Rd SE (Minor Arterial)</i>	<i>190th to Byglad</i>	495	0	1,180 (+138%)	--	1,369 (+177%)	--
<i>Byglad Rd SE/Harley Dr (Minor Arterial)</i>	<i>Byglad & Byglad to TH 220 & Harley Dr</i>	1,089	0	2,130 (+96%)	--	2,454 (+125%)	--
<i>Rhinehart Dr SE (Major Collector)</i>	<i>Byglad to Greenway</i>	2,663	0	2,078 (-22%)	+	2,126 (-20%)	+
<i>Rhinehart Dr SE (Minor Collector/Local Road)</i>	<i>Greenway to Elks Bridge</i>	116	0	874 (+653%)	--	512 (-341%)	--
<i>Rhinehart Dr SE (Local Road)</i>	<i>Elks Bridge to 32nd Bridge</i>	141	0	1,807 (+1182%)	--	1,761 (+1149%)	--
<i>Rhinehart Dr SE (Local Road)</i>	<i>32nd Bridge to 190th</i>	58	0	425 (+633%)	--	732 (+1162%)	--
<i>Rhinehart Dr SE (Local Road)</i>	<i>South of 190th</i>	115	0	144 (+25%)	--	149 (+30%)	-
<i>Greenway Blvd SE (Major Collector)</i>	<i>Rhinehart to Byglad</i>	965	0	2,332 (+142%)	--	1,146 (+19%)	-
<i>Greenway Blvd SE (Minor Collector)</i>	<i>East of Byglad</i>	912	0	535 (-41%)	++	531 (-42%)	++
<i>TH 220 (Minor Arterial)</i>	<i>South of Harley</i>	457	0	416 (-9%)	+	367 (-20%)	+
<i>TH 220 (Minor Arterial)</i>	<i>Harley to US 2</i>	2,103	0	3,878 (+84%)	--	4,298 (+104%)	--
<i>TH 220 (Major Collector)</i>	<i>North of US 2</i>	14	0	3 (-79%)	++	3 (-79%)	++
<i>Demers Ave (Principal Arterial)</i>	<i>20th to Washington</i>	13,040	0	11,682 (-10%)	+	11,906 (-9%)	+
<i>Demers Ave (Principal Arterial)</i>	<i>Washington to 4th</i>	6,883	0	5,900 (-14%)	+	6,036 (-12%)	+
<i>190th St SW (Local Road)</i>	<i>East of Rhinehart</i>	88	0	2,308 (+2523%)	--	5,861 (+6560%)	--
<i>US 2 (Principal Arterial)</i>	<i>West of 220</i>	15,187	0	11,066 (-27%)	++	10,725 (-29%)	++
<i>US 2 (Principal Arterial)</i>	<i>East of 220</i>	571	0	570 (-0%)	+	555 (-3%)	+
<i>US 2B (Minor Arterial)</i>	<i>2nd to US 2</i>	12,422	0	7,082 (-43%)	++	6,668 (-46%)	++

Traffic Volumes Ratings Key

Decrease >25%	++
Decrease <25%	+
No change	0
Increase <25%	-
Increase >25%	--

Evaluatin Criteria	Measure	No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Traffic change on study corridors adjacent to schools	Based on traffic exposure at all schools in study area (see measures below)	44,440	0	1,560 less	+	180 less	0
<i>Phoenix Elementary School</i>	2045 AADT on adjacent road (4th Ave S + Belmont Rd) *	17,220	0	11,060 (-36%)	++	11,710 (-32%)	++
<i>Lewis & Clark Elementary School</i>	2045 AADT on adjacent road (13th Ave S)	TBD	TBD	TBD	TBD	TBD	TBD
<i>Holy Family-St. Mary's Private School</i>	2045 AADT on adjacent road (17th Ave S)	TBD	TBD	TBD	TBD	TBD	TBD
<i>Viking Elementary School</i>	2045 AADT on adjacent road (24th Ave S)	3,690	0	5,510 (+49%)	--	3,680 (-0%)	+
<i>Kelly Elementary School</i>	2045 AADT on adjacent road (Cherry St + 32nd Ave S) *	8670	0	9,560 (+10%)	-	11,660 (+34%)	--
<i>Schroeder Middle School</i>	2045 AADT on adjacent road (Cherry St + 32nd Ave S) *	8670	0	9,560 (+10%)	-	11,660 (+34%)	--
<i>South Point Elementary School</i>	2045 AADT on adjacent road (13th St SE)	3,740	0	3,620 (-3%)	+	3,600 (-4%)	+
<i>Central Middle School</i>	2045 AADT on adjacent road (Bygland Rd)	2,450	0	3,570 (+46%)	--	1,950 (-20%)	+

*Adds traffic from two block faces

Decrease >25%	++
Decrease <25%	+
No change	0
Increase <25%	-
Increase >25%	--

Evaluation Results

Environmental Impact

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Environmental Impacts							
Potential impact on flood protection system	Qualitative/planning level assessment	No change	0	No change	0	Potential impact	-
Soil stability	Qualitative/planning level assessment	No change	0	Less stable?	-	More stable?	0
Impacts to community resources¹	Qualitative/planning level assessment	No change	0	No change	0	No change	0
Impacts to natural resources²	Qualitative/planning level assessment	No change	0	Some impact	-	Some impact	-
Farmland impacts	Qualitative/planning level assessment	No change	0	Some impact	-	Some impact	-
Visual impacts	Qualitative/planning level assessment	No change	0	Some intrusion	-	Some intrusion	-
Air quality impacts	Assumed to correlate with congestion levels and total system travel dist	No change	0	Improved	+	Improved	+
Noise impacts	Assumed to correlate with traffic volumes on study segments	No change	0	Somewhat less	+	Somewhat less	+

Evaluation Results

Cost

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Cost							
Bridge Cost	Source: 2020 Hydraulics Analysis of South End Red River Bridge	N/A		\$30,020,000		\$36,370,000	
Intersection Mitigation Cost	Planning-level Cost Estimate (least-cost mitigation)	TBD		TBD		TBD	

The banner features a light blue background with a faint map of a city grid and a winding river. On the right side, there is a white line-art illustration of a bridge with a semi-circular arch and vertical supports.

Communication Tools

Ad Hoc and Public

- Summary slides
- Refined maps
- Bridge illustration

The background features a light blue map with various street names and a winding river. On the right side, there is a white line-art illustration of a bridge with a semi-circular arch and vertical supports.

Bridge Illustration

General Concept Only

- Too early to illustrate...
 - Bridge landing locations
 - Intersection configurations

Key Messages

- Size/scale is similar to Point Bridge
- 2 lanes
- No trucks
- Includes bike/ped trail on bridge
- Greenway trail will be routed under (similar to Point Bridge)
- Minimal rise from street system
- Maintain flood wall closure system

www.forks2forksbridge.com/info

Questions and Discussion

Tim Burkhardt

tburkhardt@alliant-inc.com





MPO Staff Report
Technical Advisory Committee:
Nov. 10, 2021
MPO Executive Board:
Nov. 17, 2021

RECOMMENDED ACTION: Approval the Final 2050 East Grand Forks Land Use Plan

TAC RECOMMENDED ACTION:

Matter of Approval of the Final 2050 East Grand Forks Land Use Plan.

Background:

An up-to-date Land Use Plan is vital in the process to update the MPO Metropolitan Transportation Plan (MTP). The Land Use Plan will establish the current population and the percent growth per year for the future for the MTP. The Land Use Plan will also establish the areas of the City that will be used to accommodate the growth of the City whether it is residential or employment. This vision of how and where the City grows will establish the transportation network of the City in the future. The transportation network is established in the Metropolitan Transportation Plan, which will plan how people get to and from these new areas of growth.

In July of 2020 WSB was contracted to complete the update to the East Grand Forks Land Use Plan. The rest of 2020 was spend gathering data for population and employment estimates. As well as other existing conditions of the City and putting together surveys to gather public input on the conditions and vision for the future.

In 2021, the first public meeting was in February. Once the public input was gathered it was combined with the future population and employment estimates to create a future land use map with growth phases. The input also influenced the priority of the goals and policies. In order to implement the goals and policies, the heads of East Grand forks Parks & Recreation, the Downtown Development Association, and the East Grand Forks Economic Development Authority (EDA) were asked for their input on the goals & policies and implementation chapters. The head of the EDA brought the future land use and economic development goals and policies implementation to the EDA Board for their input. The Planning and Zoning Commission was briefed as well.

The input from the public, stakeholders, steering committee, department heads, and leaders in the City (boards, commissions, and council) informed all chapters of the

document. All groups were vital in telling us the current and future needs of the City and where the priorities should be focused. They also informed us on where growth should happen. As well as, where motorized and non-motorized transportation and recreation amenities should be focused. All this input and data was combined into the Draft 2050 East Grand Forks Land Use Plan.

The draft 2050 Land Use Plan went before the public, Planning Commission, and City Council for feedback. The City Council asked that we make sure the growth phasing map reflect the possible zoning changes and annexations the were currently being discussed or about to happen. This was done by staff and resulted in minor growth phase changes.

The Final 2050 East Grand Forks Land Use Plan has included the changes is available on the plan website www.egfplan.org. The public hearing for the Planning Commission was held at the City Council Meeting on Nov. 2nd. The Final Plan will go before the Planning Commission to recommend adoption by the City Council on Nov. 10th. The City Council will adopt by Resolution on Nov. 16th.

Findings and Analysis

- Staff Recommends approval of 2050 East Grand Forks Land Use Plan

Support Materials:

- Presentation
- Final plan available on the website: www.egfplan.org.

2050 East Grand Forks Land Use Plan Update

TAC: NOVEMBER 10, 2021

EXECUTIVE BOARD: NOVEMBER 17, 2021



Project Timeline

- August 5, 2020: Project Kick-off
- September 9, 2020: Steering Committee Meeting #1
- Late 2020: Project Website
- November 2020 to March 2021: Wikimap
- January 4, 2021: Steering Committee Meeting #2
- January 5 to February 14, 2021: Online Survey #1
- February 22, 2021: Virtual Open House #1
- February 22 to March 16, 2021: Online Survey #2
- June 21, 2021: Steering Committee Meeting #3
- September 15, 2021: Virtual Open House #2
- September 27, 2021: Steering Committee Meeting #4

Schedule for Plan Adoption

- ✓ Planning Commission: Draft Plan presented October 14th
- ✓ City Council Work Session: Draft Plan presented October 26th
- ✓ City Council : Public Hearing and Preliminary approval of Draft Plan November 2nd
- Planning Commission: Final Plan recommendation of adoption November 10th
- MPO Technical Advisory Committee: Final Plan presented November 10th
- City Council: Final Plan adopted November 16th
- MPO Executive Policy Board: Final Plan presented November 17th

2050 Land Use Plan

Structure

1. Introduction
2. Community Background
3. Public Involvement
4. Goals & Policies
5. Future Land Use Plan
6. Implementation



Community Background

- Summarizing community characteristics

Population

Demographics

Households

Local Economy

- Updates on important trends

Opportunities

Concerns

Table 1. East Grand Forks and MSA Historic Population

Year	East Grand Forks				Grand Forks - East Grand Forks MSA				EGF % of MSA Pop.
	Pop.	Change	% Change	Annual Rate	Pop.	Change	% Change	Annual Rate	
1960	6,998	1,949	38.60%	3.86%	84,859	9,511	12.62%	1.26%	8.25%
1970	7,607	609	8.70%	0.87%	95,537	10,678	12.58%	1.26%	7.96%
1980	8,537	930	12.23%	1.22%	100,944	5,407	5.66%	0.57%	8.46%
1990	8,658	121	1.42%	0.14%	103,181	2,237	2.22%	0.22%	8.39%
2000	7,609	-1,049	-12.12%	-1.21%	97,478	-5,703	-5.53%	-0.55%	7.81%
2010	8,604	995	13.08%	1.31%	98,461	983	1.01%	0.10%	8.74%
2020	9,176	572	6.65%	0.66%	104,362	5,901	5.99%	0.60%	8.79%

Figure 3. 2018 Population Pyramid



Community Background

- Summarizing community characteristics

Population

Demographics

Households

Local Economy

- Updates on important trends

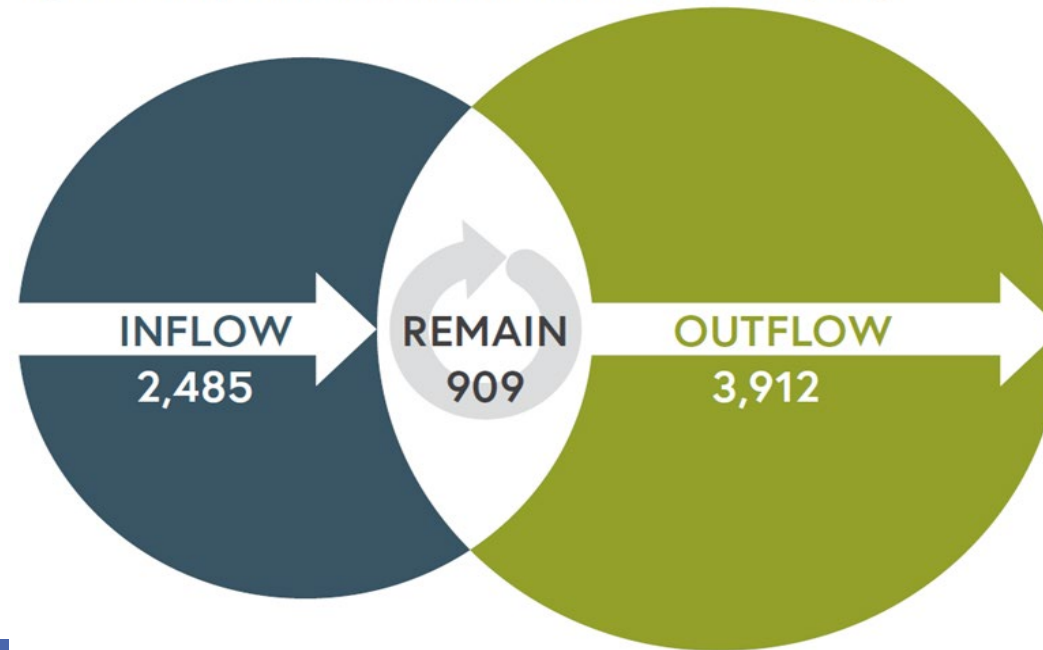
Opportunities

Concerns

Figure 7. 2010 and 2018 ACS Household Income



Figure 9. Inflow/Outflow of All Workers in East Grand Forks (2018)

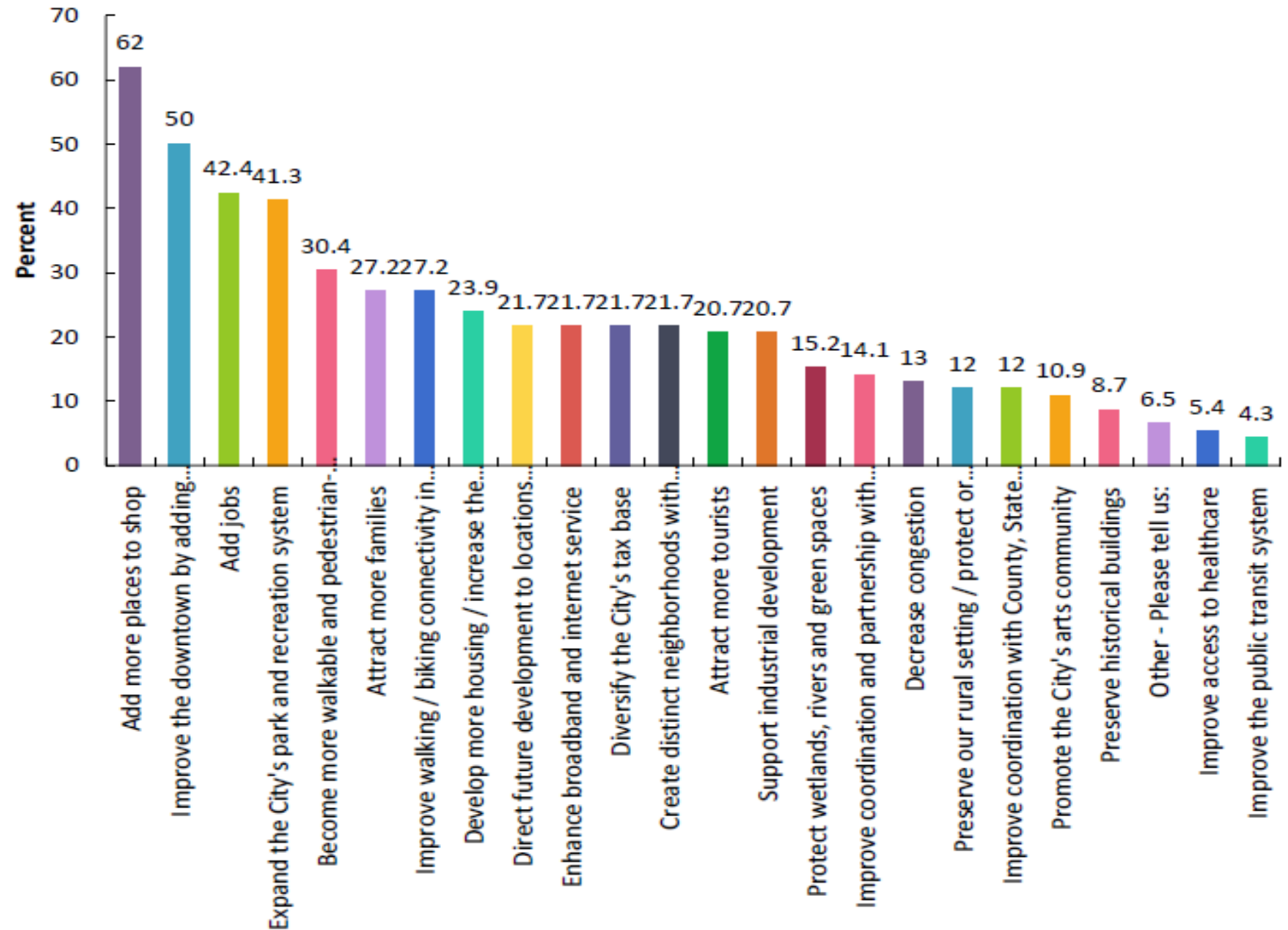


Source: US Census Bureau, OnTheMap Application and LEHD (Beginning of Quarter Employment, 2nd Quarter of 2002-2018)

Public Involvement

- Steering Committee
 - Three of Four Meetings have been Conducted
 - Fourth Meeting on September 23, 2021
- Project Website
 - Online Survey #1
 - Online Survey #2
 - Wikimap
 - Archive of Information
 - Open House #2 Video
 - Draft Land Use Plan

3. What should be the City's top priorities for the future? Please select up to 8 of the options below.



Goals & Policies

- Based on previous planning studies, existing and planned investments, community input
- Reinforces planning activities that advance the Plan; allows adjustment to activities where warranted
- Organized by five topics
 - ❖ **Housing/Residential**
 - ❖ **Economic Development**
 - ❖ **Urban Expansion Area**
 - ❖ Parks, Recreation and Open Space
 - ❖ Transportation



Housing/Residential

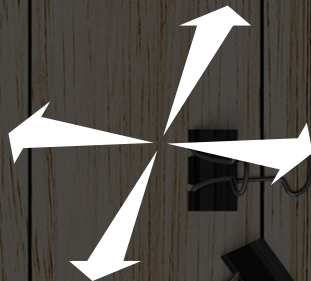
Goal 1: Promote the development and expansion of neighborhoods with individual character and sufficient access to urban services.



Economic Development

Goal 1. Encourage investments that support economic development.

Goal 2. Encourage redevelopment and preservation within the longstanding key Downtown.



Urban Expansion Area

Goal 1. Plan for a logical expansion of urban growth beyond the existing municipal service boundaries.

Goals & Policies

- Based on previous planning studies, existing and planned investments, community input
- Reinforces planning activities that advance the Plan; allows adjustment to activities where warranted
- Organized by five topics
 - ❖ Housing/Residential
 - ❖ Economic Development
 - ❖ Urban Expansion Area
 - ❖ **Parks, Recreation and Open Space**
 - ❖ **Transportation**



Parks, Recreation, & Open Space

Goal 1. Create and maintain a park system with a variety of recreational opportunities throughout the community.



Transportation

Goal 1. Provide a transportation system that is integrated with land use and development while enhancing safety for all users and modes of transportation.



Goal 2. Advocate development that is accompanied by a sufficient level of support services and facilities (roads, utilities, infrastructure, storm water management systems, parking, access, non-motorized transportation facilities,



electrical vehicle charging stations, transit facilities/stations, smart transportation facilities, etc.).



Goal 3. Plan for the current and future transportation needs of the community as growth occurs.

Future Land Use Plan

- **Land Use Categories**

 - Carried forward from 2045 LUP

- Description of analysis that informed development of land use plan

 - Population Projection

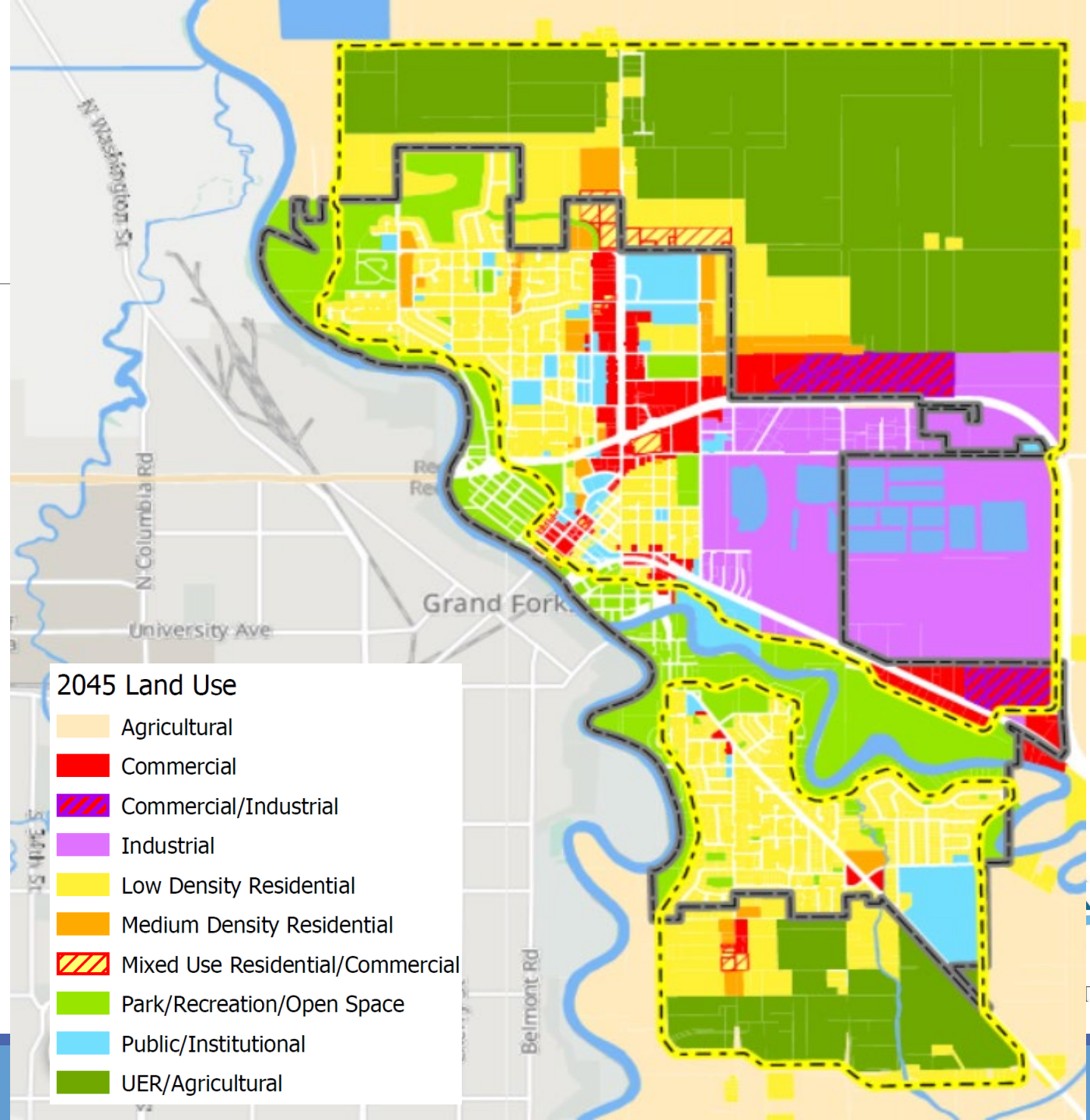
 - Land Use Projection Factors

 - Land Use Projections

- Development Phasing

- Projected Land Use Needs

- Available Land Area by Category & Phasing



Future Land Use Plan

- Land Use Categories
 - Carried forward from 2045 LUP
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 - Population Projection
 - Land Use Projection Factors
 - Land Use Projections
- Development Phasing
- Projected Land Use Needs
- Available Land Area by Category & Phasing

Year	Historic Average of 0.5%	20 SFR units/year + 36 MFR units/5 years
2020	9,176	9,176
2025	9,386	9,512
2030	9,601	9,847
2035	9,821	10,183
2040	10,046	10,519
2045	10,276	10,854
2050	10,512	11,190

Annual Growth Rate (2020-2050) 0.73%

Note: SFR assumes 2.73 pph; MFR assumes 1.74 pph (2015 TAZ data)
Source: US Census Bureau (2020 Population)

From 2015 TAZ	
SFR Person per Household (pph) ¹	2.73
MFR pph ¹	1.74
Commercial Jobs per Acre ²	9.7
Commercial Jobs per 1,000 People ³	425
Industrial Jobs per Acre ²	3.9
Industrial Jobs per 1,000 People ³	123
2045	10,649
2050	10,985
Acreage Projections	
SFR Units per Year	20
SFR Density	2.25 du/ac ⁴
MFR Units per Five Years	36
MFR Density	16 du/ac ⁴
SFR Net to Gross	125%
MFR Net to Gross	N/A
C/I ⁵ Net to Gross	125%
Parks Acre per 1,000 People	7
Institutional per 1,000 People	9

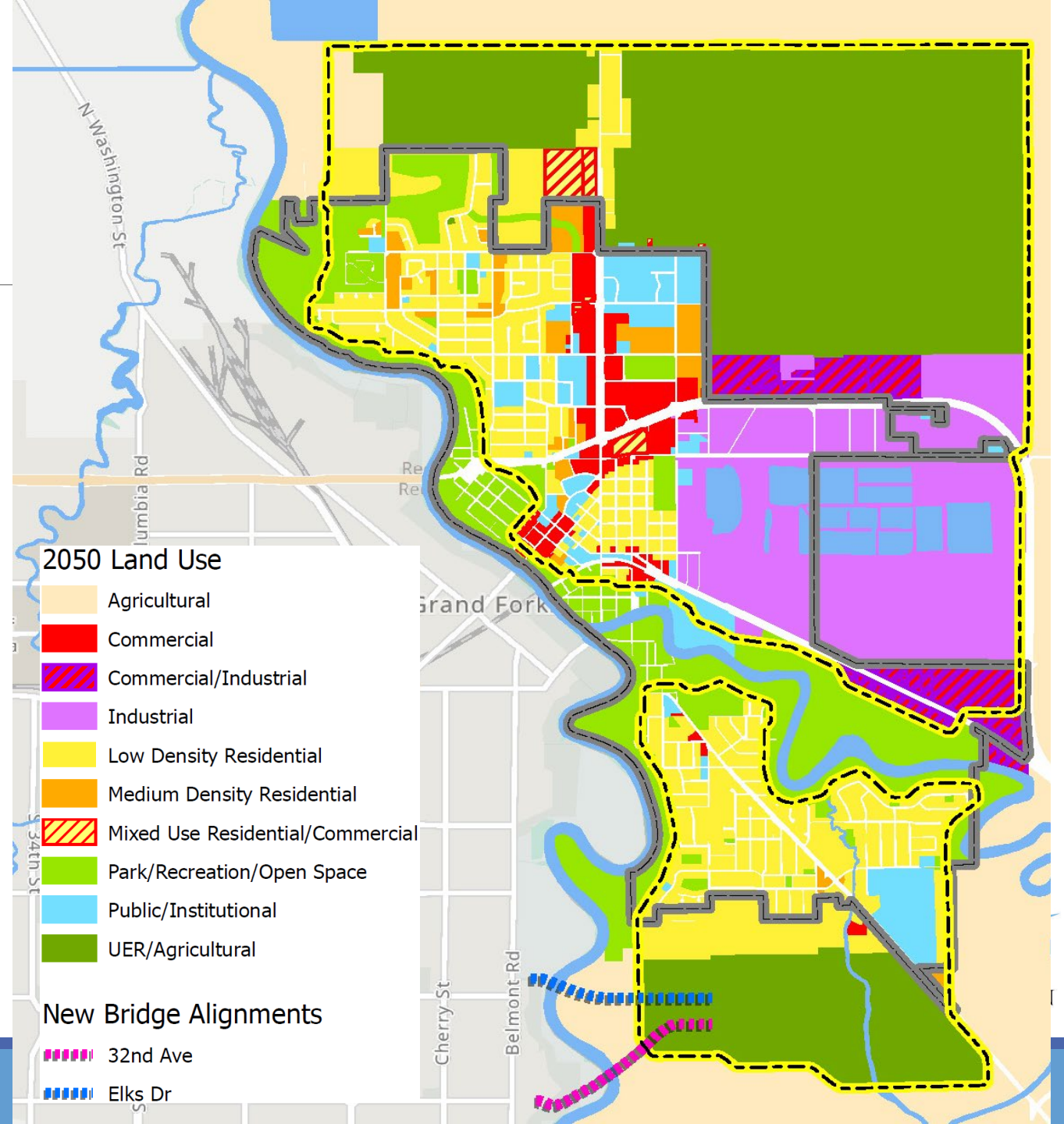
¹ Includes all TAZs located with East Grand Forks current boundaries
² From the 2015 GF/EGF MPO TDM methodology memorandums
³ Includes all TAZs within the 2015 GF/EGF MPO TDM
⁴ dwelling units per acre
⁵ commercial/industrial
Source: GF-EGF MPO 2015 TDM

Year	2020	2025	2030	2035	2040	2045	2050
SFR Population	-	273	546	819	1,092	1,365	1,638
SFR Units	-	100	200	300	400	500	600
SFR Net Acres	-	44.4	88.9	133.3	177.8	222.2	266.7
SFR Gross Acres	-	55.6	111.1	166.7	222.2	277.8	333.3
MFR Population	-	63	125	188	251	313	376
MFR Units	-	36	72	108	144	180	216
MFR Net Acres	-	2.3	4.5	6.8	9.0	11.3	13.5
MFR Gross Acres	-	6.8	9.0	11.3	13.5	15.8	18.0
Total Units Population ¹	-	278	671	1,007	1,343	1,678	2,014
Total Units ²	-	136	272	408	544	680	816
Total Units Net Acres ³	-	46.7	93.4	140.1	186.8	233.5	280.2
Total Units Gross Acres ⁴	-	62.3	120.1	177.9	235.7	293.5	351.3
Commercial Jobs	0	118	285	428	571	713	856
Commercial Net Acres	0	12.2	29.4	44.1	58.8	73.5	88.2
Commercial Gross Acres	0	15.2	36.8	55.1	73.5	91.9	110.3
Industrial Jobs	0	34	83	124	165	206	248
Industrial Net Acres	0	8.8	21.2	31.8	42.3	52.9	63.5
Industrial Gross Acres	0	10.9	26.5	39.7	52.9	66.2	79.4
Total C/I ⁵ Jobs	0	152	368	552	736	920	1,104
Total C/I Net Acres	0	20.9	50.6	75.9	101.2	126.5	151.7
Total C/I Gross Acres ⁶	0	26.1	63.2	94.8	126.5	158.1	189.7
Park Acres	-	1.9	4.7	7.0	9.4	11.7	14.1
Institutional Acres	-	2.5	6.0	9.1	12.1	15.1	18.1
Total Net Acres	-	72.0	154.7	232.1	309.4	386.8	464.1
Total Gross Acres⁷	-	92.9	194.1	288.9	383.7	478.5	573.2

¹ Total Units Population = SFR Population + MFR Population
² Total Units = SFR Units + MFR Units
³ Total Units Net Acres = SFR Net Acres + MFR Net Acres
⁴ Total Units Gross Acres = SFR Gross Acres + MFR Gross Acres
⁵ C/I = Commercial Industrial
⁶ Total C/I Gross Acres = Commercial Gross Acres + Industrial Gross Acres
⁷ Total Gross Acres = Total Units Gross Acres + Total C/I Gross Acres

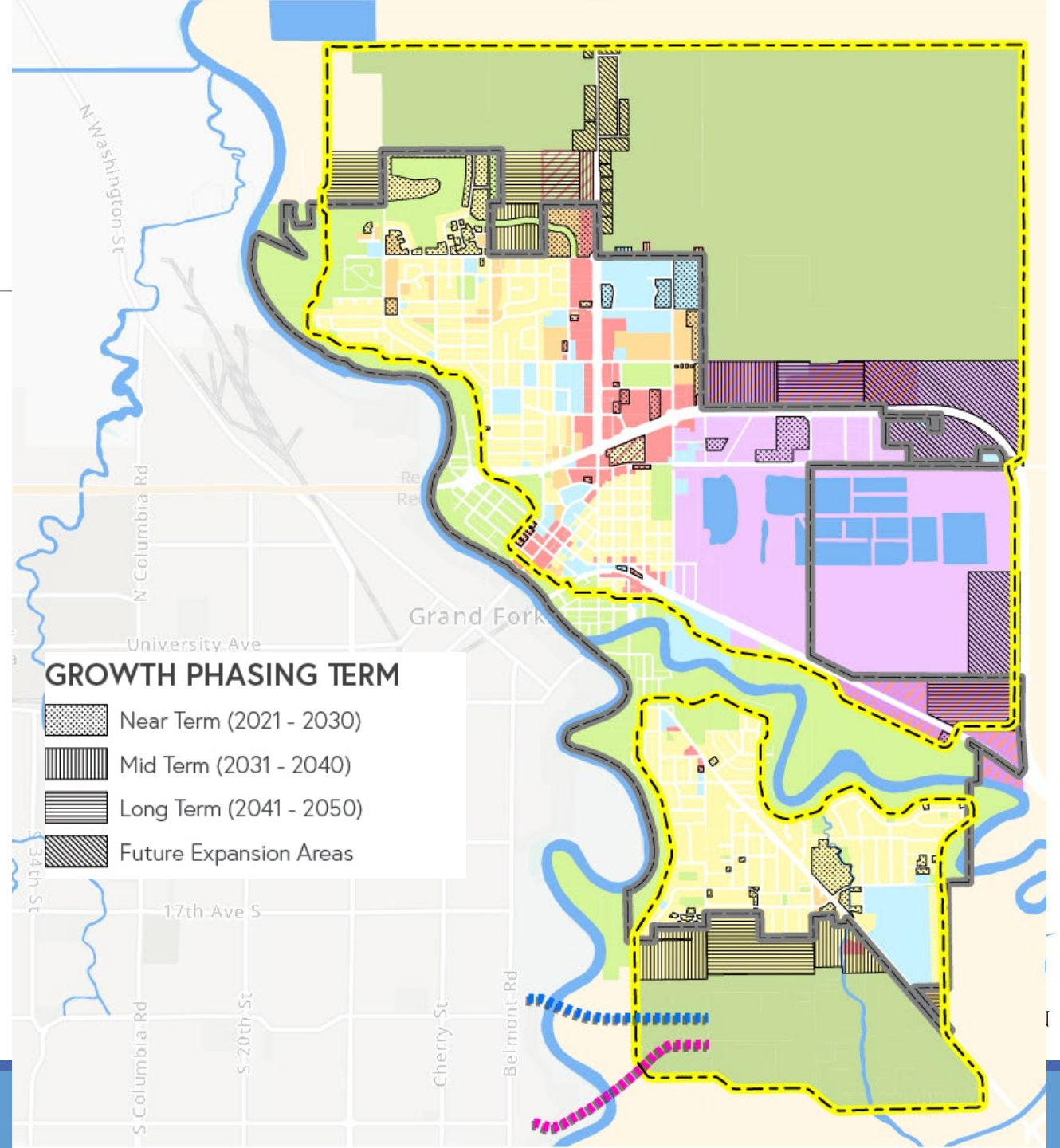
Future Land Use Plan

- Land Use Categories
 - Carried forward from 2045 LUP
- Description of analysis that informed development of land use plan
 - Population Projection
 - Land Use Projection Factors
 - Land Use Projections
- Development Phasing
- **Projected Land Use Needs**
- Available Land Area by Category & Phasing



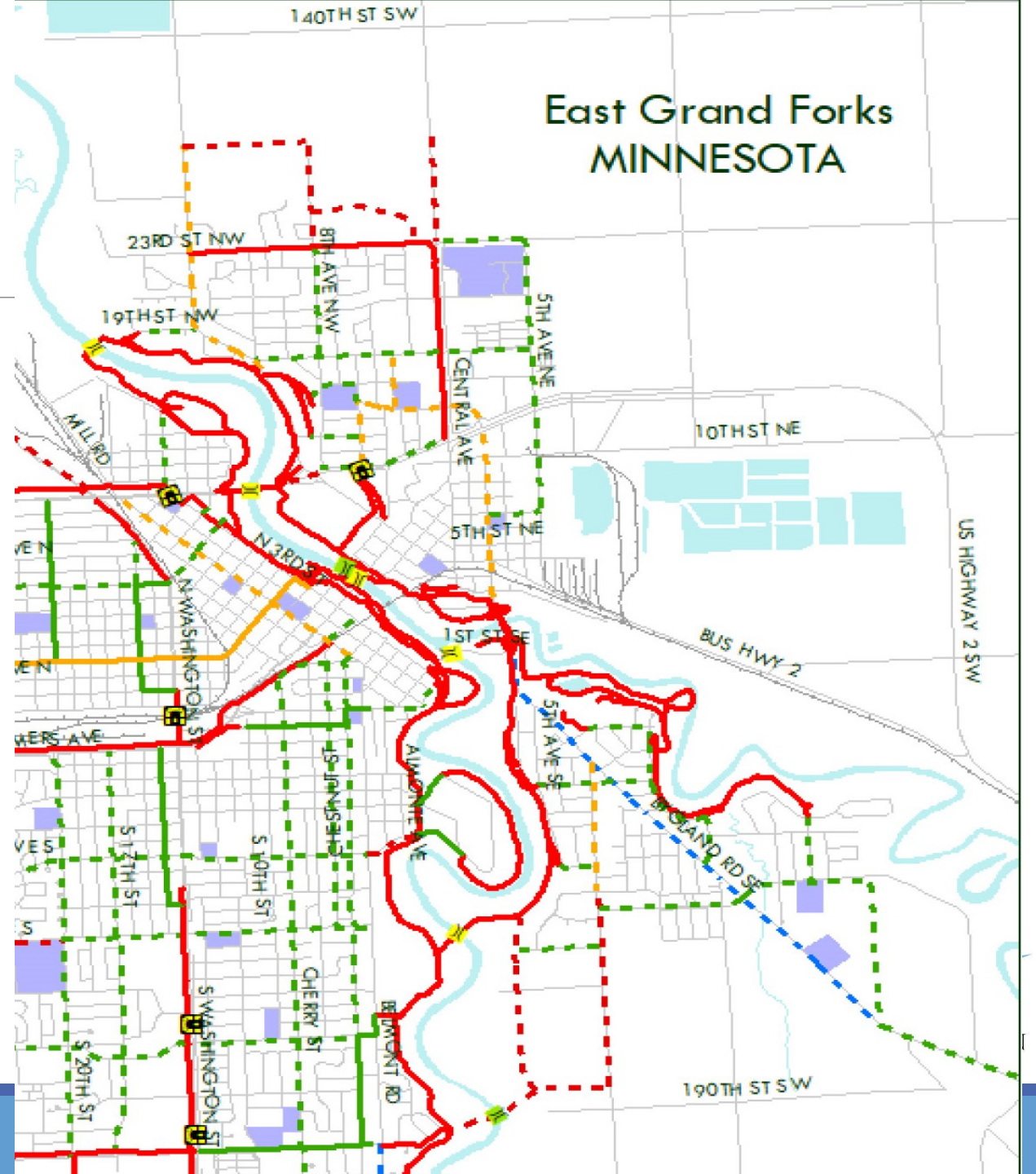
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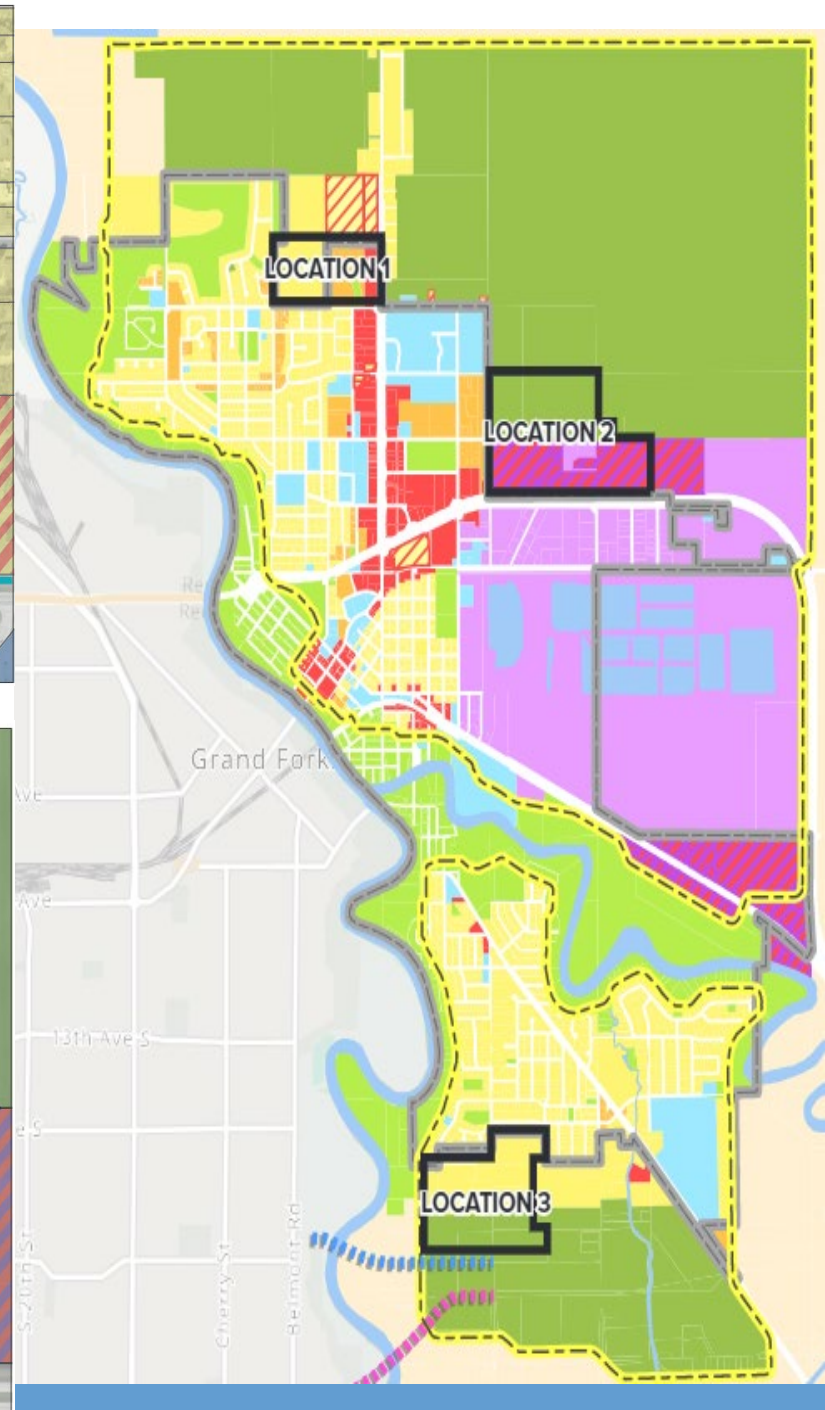
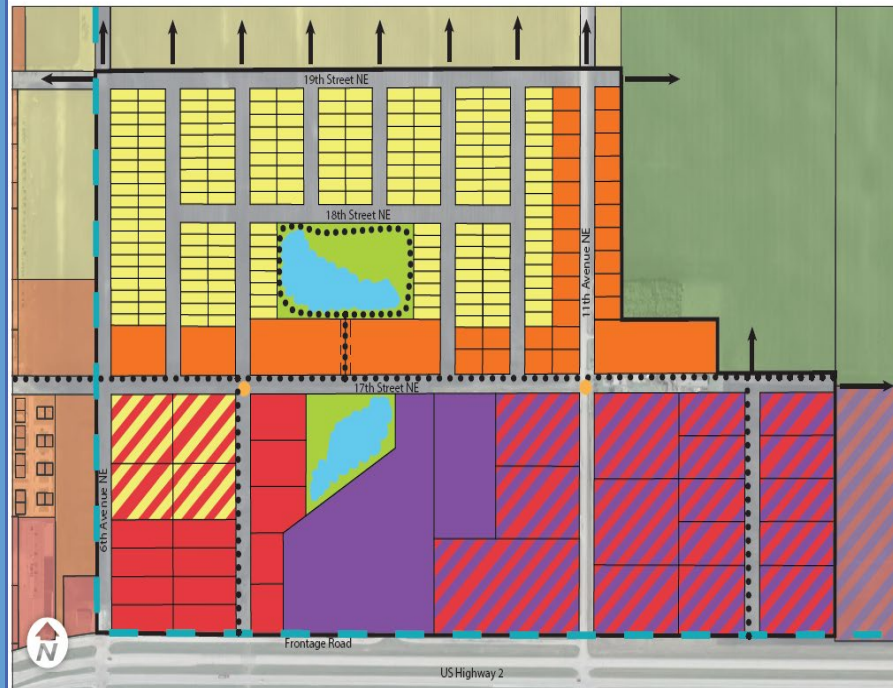
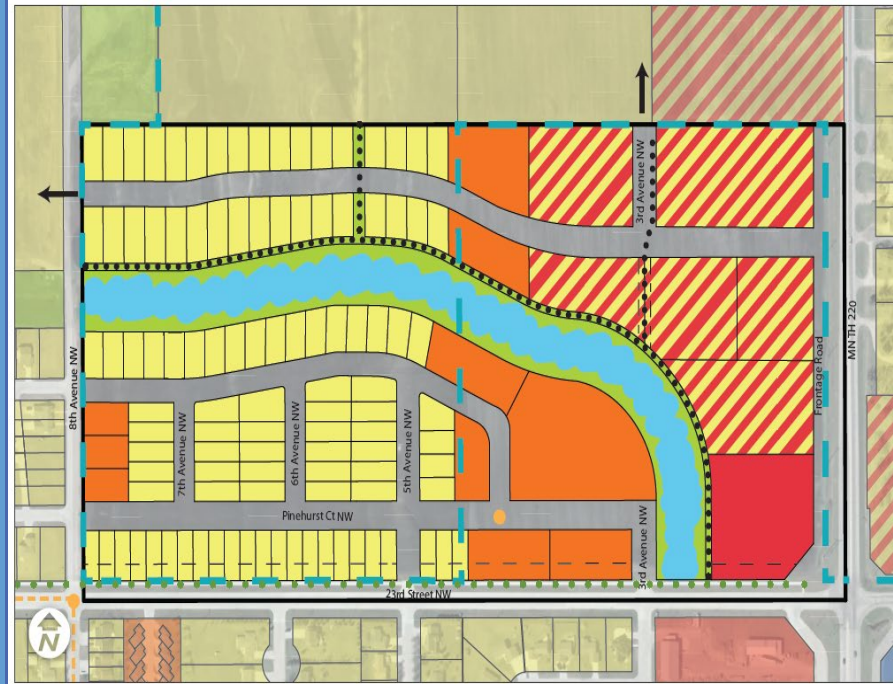
Development Review Process

- Existing Plans and Standards
 - East Grand Forks
 - MnDOT
 - School Safety
 - Transit
- Guidelines for Development Review
 - FHWA Small Towns and Rural Multimodal Networks
 - NACTO Design Guides
 - Parking
 - Crossings and Intersections



Area Concept Plans

- Three Areas
 - Northwest Corner of 23rd Street NW and MN 220
 - North of US Highway 2 and East of City Limits
 - South of 16th Street SE and Both Sides of Rhinehart Dr SE
- Carried over from 2045 Land Use Plan prepared by SRF



Implementation

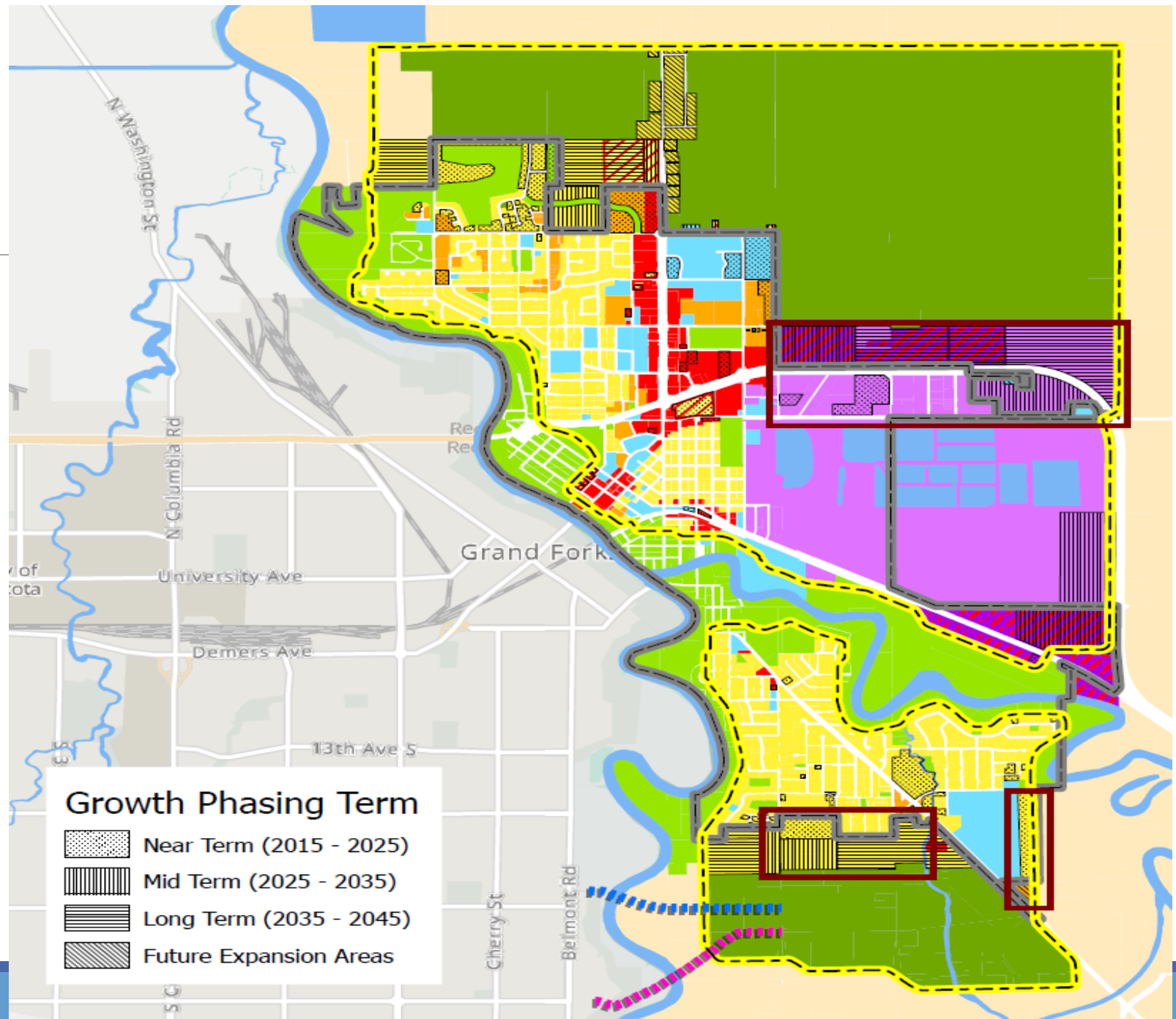
- Matrix listing implementation measure, associated actions, time for the action
- Identifies primary agency responsible for implementation and those secondary to help
- Example below

Table 1. Housing / Residential

Implementation Measure	Action Steps by Phase			Responsible Agency(-ies)
	On-Going	Short Term (2020-2030)	Long Term (2031-2050)	
GOAL 1: Promote the development and expansion of neighborhoods with individual character and sufficient access to urban services.				
1.1 Enhance neighborhood value with quality housing options, densities and types at all price points that offer a wide range of housing alternatives and affordability including mixed use, while supporting projects that are well designed, add value to the community landscape, and are located in areas connected to transit ways and other community amenities.	Conduct an analysis of the existing housing stock to determine gaps within the available market and transit way connections.	<p>Communicate with developers based on what type of housing is deficient within the existing market to encourage filling the gaps.</p> <p>Identify funding sources for affordable housing needs.</p> <p>Identify areas where development could connect to existing transit ways and where gaps are located within current system based on ideal development locations.</p>	<p>Partner with a developer with affordable housing experience in conjunction with the public private funding partnership.</p> <p>Update the land use map accordingly based on findings and direction of growth to support mixed use and connection to transit ways and other community amenities.</p>	<p><u>Primary</u></p> <ul style="list-style-type: none"> • Planning and Zoning <p><u>Supportive</u></p> <ul style="list-style-type: none"> • Economic Development • Housing Authority • Engineering • Cities Area Transit

Feedback for Final

Changes from Draft Plan to Final Plan happened in the growth phasing map. These changes reflect what is currently happening in the City of East Grand Forks.





MPO Staff Report

Technical Advisory Committee:
November 10, 2021

MPO Executive Board:
November 17, 2021

RECOMMENDED ACTION: Approval of proposed Transit Safety Targets

TAC RECOMMENDED ACTION:

Matter of the Approval of Proposed Transit Safety Targets.

Background: The last set of performance measures and targets to be adopted by the MPO are the Transit Safety Targets. These targets originally were to be established previously, the pandemic has caused FTA authorized extensions of the deadline. However, as of July 2021, the MPO must adopt transit safety targets in order to be in compliance. A trigger to adopt these targets is the proposed amendment to the TIP.

Cities Area Transit has been focused on maintaining service during the pandemic and has not been able to develop the required transit safety targets. Therefore, the MPO has not been able to obtain the necessary data to develop MPO Transit Safety targets.

The transit safety targets have some similarities to the FHWA Safety Targets: 5 year rolling average, fatalities, rates, etc. However, for bi-state MPOs, the FHWA many options for a bi-state MPO to consider are not evident.

The MPO staff is therefore recommending that to satisfy the requirement to adopt Transit Safety Targets, that the Forks MPO adopt the NDDOT Transit Safety Targets.

Findings and Analysis:

- The MPO must adopt Transit Safety Targets
- Transit Safety Targets are different than Highway Safety Targets
- Cities Area Transit has been too pre-occupied with maintaining service during the pandemic to develop a compliant Transit Safety Targets.
- NDDOT has adopted statewide Transit Safety Targets.
- Bis-Man MPO has adopted the NDDOT Transit Safety Targets.

Support Materials:

- Copy of NDDOT Transit Safety Targets
- Copy of MPO Resolution

This plan will be reviewed and updated by the NDDOT transit staff by July 1 of each year. The Transit Program Manager will review and approve any changes and forward to the Director of Office of Transportation Programs for final review and approval.

3. Transit Safety Performance Targets

Safety Performance Measures							
1. Fatalities – total number and rate per total VRM							
2. Injuries – Total number and rate per total Vehicle Revenue Miles (VRM)							
3. Safety Events – Total number and rate per total VRM							
4. System Reliability – Mean distance between major mechanical failures							
<i>Targets for transit agencies should be based on a review of the previous 5 years safety performance data.</i>							
Safety Performance Targets:							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
Fixed Route Bus	0	0	5 or less	0.2	7 or less	0.28	10,000
ADA / Paratransit	0	0	1 or less	0.1	1 or less	0.1	70,000

Safety Performance Target Coordination		
<i>5307 recipients should coordinate with their MPOs on transit agency safety performance targets. If resulting targets differ from state recommended targets, they will need state approval.</i>		
The state’s Safety Plan, including safety performance targets, should be shared with the Metropolitan Planning Organization (MPO) annually. State transit staff are available to coordinate with 5307 recipients and the MPOs, in the selection of safety performance targets upon request.		
Date NDDOT Targets Transmitted to	5307 recipients	Metropolitan Planning Organizations



RESOLUTION
 OF THE GRAND FORKS – EAST GRAND FORKS METROPOLITAN PLANNING
 ORGANIZATION

Adopting Transit Safety Performance Targets

Whereas, the U.S. Department of Transportation established seven performance measures for the Public Transportation Agency Safety Plan (PTASP) as detailed in 49 USC 5329, Public transportation safety program;

Whereas, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the seven PTASP performance measures in accordance with 23 CFR 450.306(d); and

Whereas, the Grand Forks – East Grand Forks Metropolitan Planning Organizations (MPO) must establish performance targets for each of the PTASP performance measures; and

Whereas, the MPO established its PTASP targets through a cooperative process with its Transit Operators, MnDOT and NDDOT, to the maximum extent practicable, so that it may plan and program projects so that they contribute to the accomplishment of the PTASP targets; and

Whereas, the Grand Forks – East Grand Forks Metropolitan Planning Organizations (MPO) reviewed the NDDOT PTASP seven targets; and

Now, therefore, be it resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization commits to the following performance targets for the metropolitan planning area which are the NDDOT PTASP targets

TRANSIT SAFETY

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	5	0.2	7 or less	0.28	10,000
ADA/Paratransit	0	0	1	0.1	1 or less	0.1	70,000

and

Be it further resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT’s and NDDOT’s calendar year 2021 PTASP targets.

Chair

Date

Executive Director

Date



MPO Staff Report
Technical Advisory Committee:
November 10, 2021
MPO Executive Board:
November 17, 2021

RECOMMENDED ACTION: Recommend the Continuation of the Public Hearing (on the FY2022 TIP amendments) to the MPO Executive Board Meeting.

TAC RECOMMENDED ACTION:

Matter of the 2022 TIP Amendment.

Background: After the MPO adopts a four year TIP, amendments may need to be process when a project cost estimate changes significantly or the scope of the project changes or federal programs have announced funding awards.

As noted during the adoption of the 2022-25 TIP, the grouping of project development phases cost estimates were not available and the we would have to amend the TIP when the information became available. The TIP amendment now shows the cost estimate for each year for each phase of project development. NDDOT and FHWA staff are discussing a need to modify how this information is incorporated into the TIP. Some additional information may be available at the TAC meeting.

A second amendment has also been discussed previously. The City of East Grand Forks has requested a delay of their FY2022 ATP City sub-target funds to FY2023. In cooperation with MnDOT and the need to ensure all FY2022 funds are obligated, the MPO, City and Polk County negotiated, in essence, a swap of federal funding year between the City project and a County project. The TIP action needed is to show the FY2022 funds being delayed to FY2023.

An added project on the ND side is included in the amendment. It is a \$10,000 total cost to update the lighting at the 32nd Ave S Interchange of I29. It is a FY2022 project.

A public hearing notice has been published and the proposed amendment available to review prior to the November meetings. The actual hearing will be held during the November TAC meeting, November 10th. Comments are able to be submitted until just prior to the meeting; any comments submitted will be announced at the TAC meeting.

NDDOT has provided information that substantially changes the amendments as promulgated on November 1st. Therefore, the MPO staff is recommending that the public hearing be continued to the next MPO Board meeting. This will allow the public time to sufficiently review these substantial changes and provide comment. This staff report and announcement at the TAC meeting provides sufficient notice. Further, if any comments

are received prior to the TAC meeting, the person will be informed of the continuation of the hearing.

The FY2022 Grouping of Phases currently had \$0.00 cost estimate for PE. That will be changed to reflect a cost estimate of \$1M with \$809,300 federal, \$90,700 in state, and \$100,000 in City funds. Another change is that the description of the \$10,000 modification to lighting at the 32nd Ave Interchange will not involve the highmast light.

Findings and Analysis:

- Project changes have been identified.
- The proposed project amendment is consistent with the Metropolitan Transportation Plan.
- A Public Hearing is scheduled for November 10th at the TAC meeting; written comments are being accepted until 12:00 pm on November 10th.
- These amended projects do add funds so its impact to the TIP remains fiscally constrained.

Support Materials:

- Copy of Public Hearing Notice.
- Copy of Proposed Amendments.



PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the proposed amendments to the MPO 2022 to 2025 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held during a regular, monthly meeting of the MPO's Technical Advisory Committee (TAC). The meeting is held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave, East Grand Forks, MN. Due to the COVID-19 public health emergency, some members of the MPO's TAC may be participating virtually. The hearing will be held at 1:30 PM on November 10th. The public, particularly special and private sector transportation providers, are encouraged to provide input via email.

A copy of the proposed amendments is available for review and comment at the MPO website www.theforksmpo.org. Written comments on the proposed amendment can be submitted to the email address info@theforksmpo.org until noon on November 10th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes.

For further information, contact Mr. Earl Haugen at 701/746/2660. The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format) contact Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	CONSTR.	TOTAL	TOTAL	TOTAL	TOTAL					
		P.E.						R.O.W.										
Grand Forks #ND14a PCN 23323	Grand Forks	I29	convert highmast lighting to LED I29 interchange with 32nd Ave S.	REMARKS: AMENDED Nov 2021 to add project														
	NDDOT	Interstate							Operations									
	Rehabilitation	Discretionary							Capital									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
				10.00	8.00	2.00			CONSTR.	10.00								
				Urban Regional Primary Program					TOTAL	10.00								
Grand Forks #ND14b No PCN			Intentionally left blank	REMARKS:														
									Operations									
									Capital									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
									CONSTR.									
									TOTAL									
Grand Forks #ND14c PCN			Intentionally left blank	REMARKS: Utilizes COVID-19 funds														
									Operations									
									Capital									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
									CONSTR.									
									TOTAL									

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

FY 2022 Grouped Projects						
Project Phase		TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)	AMENDED Nov 2021 to identify the cost estimates for each phase. This year there are no project phases so all cost estimates are zero	0.00	0.00	0.00	0.00	0.00
Right of Way (ROW)		0.00	0.00	0.00	0.00	0.00
Utilities		0.00	0.00	0.00	0.00	0.00

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized. Some Projects may not be in a bid opening until 2024 yet phases of project authorizations could be made in 2021. Cost estimates are rounded to the nearest \$1,000.00

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
				FUNDING SOURCE											
Grand Forks #ND17			INTENTIONALLY LEFT BLANK	REMARKS:											
PCN				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
Grand Forks #ND18	Grand Forks	varies	The City of Grand Forks will rehab traffic signals on the Urban Road system throughout Grand forks	REMARKS:											
PCN 23232	Grand Forks	varies		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
	ITS Rehab	Discretionary		3,335.00	2,360.00	0.00		975.00							
				Bridge Program											
Grand Forks #ND19	Grand Forks	I29	High Tension Median Cable Guardrail Fargo District to Grand Forks	REMARKS:											
PCN 23333	NDDOT	Interstate		portion inside the MPO Planning Area											
	Safety	Discretionary		AMENDED Nov 2021 to shift to 2024											
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
				4,469.00	4,022.10	446.90								4,469.00	
				Highway Safety Improvement Program										4,469.00	

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

FY 2023 Grouped Projects						
Project Phase	Amended Nov 2021 to identify the cost estimates for each phase. Only PE has any project phase cost estimates. No ROW nor Utilities phases for projects within MPO Aea	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		62.57	56.32	6.26	0.00	0.00
Right of Way (ROW)		0.00	0.00	0.00	0.00	0.00
Utilities		0.00	0.00	0.00	0.00	0.00

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized. Some Projects may not be in a bid opening until 2024 yet phases of project authorizations could be made in 2021. Cost estimates are rounded to the nearest \$1,000.00

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

FY 2024 Grouped Projects						
Project Phase	Amended Nov 2021 to identify the cost estimates for each phase. Only PE has any project phase cost estimates. No ROW nor Utilities phases for projects within MPO Aea	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		235.15	211.63	23.52	0.00	0.00
Right of Way (ROW)		0.00	0.00	0.00	0.00	0.00
Utilities		0.00	0.00	0.00	0.00	0.00

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized. Some Projects may not be in a bid opening until 2024 yet phases of project authorizations could be made in 2021. Cost estimates are rounded to the nearest \$1,000.00

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

FY 2025 Grouped Projects						
Project Phase	AMENDED Nov 2021 to identify the cost estimates for each phase. This year there are no project phases so all cost estimates are zero	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		0.00	0.00	0.00	0.00	0.00
Right of Way (ROW)		0.00	0.00	0.00	0.00	0.00
Utilities		0.00	0.00	0.00	0.00	0.00

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized. Some Projects may not be in a bid opening until 2024 yet phases of project authorizations could be made in 2021. Cost estimates are rounded to the nearest \$1,000.00

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022-2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE						
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES						
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2022	2023	2024	2025				
									Capital								
									P.E.								
									R.O.W.								
									CONSTR.								
									FUNDING SOURCE	TOTAL							
East Grand Forks #MN4	East Grand Forks	US 2	WBL - FROM 5TH AVE NE (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING Project # 6001-61	REMARKS: Project being physically done in FY2021 Project being fiscally done in FY2022													
	MnDOT	Principal Arterial							Operations	0.00							
	Rehabilitation	Discretionary							Capital	0.00							
									P.E.	NA							
									R.O.W.	NA							
									CONSTR.	9,387.21							
									TOTAL	9,387.21							
									District Managed Program					TOTAL	9,387.21		
East Grand Forks #MN5	East Grand Forks	Bygland Rd	reconstruct the intersection of Bygland Road and Rhinehart Drive into a roundabout Project # 119-119-013	REMARKS: Other costs are non-construction costs Other Revenue is MN State Aid AMENDED Nov 2021 to shift to 2023													
	East Grand Forks	Minor Arterial							Other								
	Reconstruction	Discretionary							Operations		0.00						
									Capital		0.00						
									P.E.		NA						
									R.O.W.		NA						
									CONSTR.		1,493.00						
									TOTAL		1,493.00						
									NWATP City Sub-target					TOTAL		1,493.00	
East Grand Forks #MN6	East Grand Forks	Mn220 N	Project entails refurbishing traffic signals at intersection with 14th St NW, make ped improvements at intersection of US 2 and at 17th St NW; includes signal enhancements. at interswction with US2 Project #6017-44	REMARKS:													
	MnDOT	Minor Arterial							Operations	0.00							
	Rehabilitation	Discretionary							Capital	0.00							
									P.E.	NA							
									R.O.W.	NA							
									CONSTR.	410.00							
									TOTAL	410.00							
									District Managed Program					TOTAL	410.00		

MPO UNIFIED PLANNING WORK PROGRAM -UPDATE , 2021

TABLE OF CONTENTS- UPDATE NOVEMBER, 2021

**TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION
ACTIVITIES**

AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE
Grand Forks Land Use Plan Update	Website is: www.gf2050plan.com	74%	31-Dec-21	30-Mar-22
East Grand Forks Land Use Plan Update	website is: www.egfplan.org final draft out for adoption	95%	30-Jun-21	31-Dec-21
Future Bridge Traffic Impact Study	Website established: www.forks2forksbridge.com/info See agenda item.	61%	31-Dec-20	30-Dec-21
Pavement Management System Update	Roads photos have been captured	54%	31-Dec-21	30-Dec-21
Transit Development Program TDP	Initial Project Team kick-off was held. Data gathering and exchange is taking place. Steering Committee meeting being scheduled.	28%	31-Mar-22	31-Dec-22
Aerial Photo	COMPLETED	85%	30-Nov-21	30-Nov-21
Traffic Count Program	On-going	92%	On-going	