



Grand Forks - East Grand Forks

METROPOLITAN PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE MEETING

WEDNESDAY, FEBRUARY 8TH, 2023 – 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. To ensure your comments are received 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(s) your comments address. If you would like to appear via video or audio link for comments or questions, please also provide your e-mail address and contact information to the above e-mail. 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.

MEMBERS

Palo/Peterson _____
Ellis _____
Bail/Emery _____
Brooks _____
Riesinger _____

Mason/Schroeder _____
Zacher/Johnson _____
Kuharenko/Danielson _____
Bergman _____

West _____
Magnuson/Ford _____
Sanders _____
Christianson _____

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE JANUARY 11, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF UND INTERNSHIP UPDATE HALFORD
6. MATTER OF TIP ADMINISTRATIVE MODIFICATIONS..... KOUBA

TECHNICAL ADVISORY COMMITTEE MEETING
FEBRUARY 8, 2023
PAGE 2

- 7. MATTER OF SOLICITATION OF THE NORTH DAKOTA DEPARTMENT OF TRANSPORTATION URBAN GRANT PROGRAM FY 2025-2026 HALFORD

- 8. OTHER BUSINESS
 - a. 2022/2023 Unified Work Program Project Update..... HALFORD
 - Street/Highway Element Update
 - Bicycle/Pedestrian Element Update
 - 2023 Bike Map
 - b. MPO Updates:
 - Bridge Update HALFORD
 - Safe Streets For All (SS4A) Grant Update..... HALFORD
 - March TAC Agenda Items HALFORD
 - c. Agency Updates

- 9. ADJOURNMENT

INDIVIDUALS REQUIRING SPECIAL ACCOMMODATIONS TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING ARE ASKED TO NOTIFY STEPHANIE HALFORD, 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, January 11th, 2023**

CALL TO ORDER

Stephanie Halford, Chairman, called the January 11th, 2023, meeting of the MPO Technical Advisory Committee to order at 1:30 p.m.

CALL OF ROLL

On a Call of Roll the following member(s) were present: David Kuharenko, Grand Forks Engineering; Wayne Zacher, NDDOT-Local Planning; Ryan Brooks, Grand Forks Planning; George Palo, NDDOT-Grand Forks District; and Steve Emery, East Grand Forks Engineering. Via Zoom: Nancy Ellis, East Grand Forks Planning; Rich Sanders, Polk County Engineer; Jon Mason, MnDOT-District 2; and Dale Bergman, Cities Area Transit.

Absent: Brad Bail, Michael Johnson, Lane Magnuson, Tom Ford, Nels Christianson, Nick West, Christian Danielson, Jason Peterson, and Patrick Hopkins.

Guest(s) present: Kristen Sperry, FHWA-ND; Jason Carbee, HDR Engineering; and Joe Klein, MnDOT.

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

DETERMINATION OF A QUORUM

Halford declared a quorum was present.

MATTER OF APPROVAL OF THE DECEMBER 14, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

Kuharenko commented that he sent Peggy some corrections earlier.

MOVED BY KUHARNEKO, SECONDED BY BROOKS, TO APPROVE THE DECEMBER 14TH, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, SUBJECT TO CORRECTIONS SUBMITTED.

MOTION CARRIED UNANIMOUSLY.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

MATTER OF STREET AND HIGHWAY GOALS AND OBJECTIVES

Halford introduced Jason Carbee, HDR Engineering, and said that he will walk us through a brief presentation on the Street and Highway Goals and Objectives.

Carbee referred to a slide presentation (a copy of which is included in the file and available upon request) and stated that what they are hoping to do today is to walk through the draft goals and objectives and give you a really quick update on where they are and then talk about next steps.

Carbee stated that the goals and objectives are really kind of the framework for how the region is going to approach the overall transportation plan, so they came from a lot of different places, and some of the analysis of the existing conditions, the last round of public input kind of helped shape maybe what some of those priorities are for the public and stakeholders. He added that it obviously wasn't done in a vacuum, there have been a lot of other planning efforts that have gone on that they relied on, and again because this is a federally required study, looking at federal guidance to help kind of shape what those goals and objectives look like.

Carbee said, just a real quick update on the public engagement, they did have a stakeholder facilitated discussion in early November and did have a public open house as well at the East Grand Forks Library. He stated that what they heard from all of those meetings was that the plan really needs to prioritize; and it kept focusing on three things, but they heard a lot of different things that they could take back to help shape this, but specifically safety, travel efficiency and reliability, and bicycle and pedestrian connections were important with the diverse stakeholders they had and the public open house folks.

Carbee referred to a slide and pointed out that they are doing a review of previous planning efforts and will tie key findings and themes into the 2050 Metropolitan Transportation Plan. He said that this update is based on this range of other studies that have been done on both sides of the river.

Carbee referred to the next slide and said that he isn't going to read through all of the federal planning factors they have. He pointed out that there are ten federal planning factors that are outlined in the Code of Federal Regulations, and added that essentially, they have to go through a performance driven process, and clearly the MPO's central approach is to be continuous, cooperative, and comprehensive and so they are aligning this with those ten federal planning factors and then every two years the federal government also puts out some planning emphasis areas, such as climate change, equity and Justice40, complete streets, public involvement, strategic highway network, federal land management, planning and environmental linkages, and data in transportation planning. He stated that a lot of this the MPO already does quite well already, so these are all just kind of helping to form the direction of the plan as well.

Klein said that he has a question; he is curious for the public engagement, when they set those common themes, were folks asked to rank them or was it more of an open-ended response, he is just curious how those were solicited. Carbee responded that they had an open house format, and they used a combination of surveys and in-person. He stated that what they did was to have a list

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

of eight or nine different potential areas that folks could rank as their most important. He said that at the open house they did have three stickers so people could put three on one, pick three different ones, and so they could rank them that way, and then they did leave an open ended one, and actually one they missed that is clearly something we have to do is to preserve and maintain the system. He stated that with their Stakeholder group they had a menti-poll, so people got out their phones and voted, so kind of a similar format where you could add your own or you could vote on some of the other ones.

Carbee referred to the next slide and commented that you can see here that based on that, and based on past planning efforts, they picked five goal areas; efficient and reliable, safe, connected and accessible, preserved and maintained, and sustainable and resilient.

Carbee continued with the presentation, going briefly over the five general goal areas briefly.

- 1) Efficient and Reliable – supports the efficient movement of people and goods across a reliable multimodal transportation system. He said that reliability is all about the predictability of your travel time between Point A and Point B, it can be a congested time but if you can plan for it, if businesses and the trucking industry can kind of plan knowing that at a certain time of day it is going to take twenty minutes, and speeds are slow, if it is predictable it is reliable. He pointed out that the last three at the bottom of the list are more locally tailored; one is identifying event management strategies to improve traffic operations during major events, managing traffic incidents and weather events, and the last is how can we use the emerging technologies to help improve operations.
- 2) Safety – reduces risk of harm for all users of the multimodal system. He stated that clearly, with Vision Zero, this is one of our big goal areas now, both locally and federally, so the first three are kind of federal performance measures that we hear a little bit more about in the next presentation, but these are things that each of the States and the MPO need to report on. He said that we are looking at reducing the number and rate of all crashes, but again when we get into Vision Zero we are really focusing on the that second one of reducing those really serious crashes, the fatal or severe incapacitating crashes and reducing the number and rate of pedestrian and bicycle crashes, using the Safe Systems approach to facility design and using emerging technologies to improve safety conditions of the multimodal system.
- 3) Connected And Accessible – Facilitates high degrees of accessibility for system users by providing connections to the destinations they want to go. He said that the way we look at this is, again, how can you take the land use and what we have out there today and do a better job of making it more integrated and connected and accessible, how do we make it easier for people to get to jobs, schools, shopping and services, and things like that. He stated that we are looking at opportunities for how we can increase system connectivity to housing and employment opportunities; how can we incorporate bicycle, pedestrian, and transit-friendly infrastructure in new developments, how can we increase bicycle, pedestrian, and transit access for disadvantaged populations; how can we improve

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

multimodal network connectivity to enhance viability of biking and walking modes; and how can we reduce barriers to freight access and mobility.

- 4) Preserved and Maintained – Maintains the system in a state of good repair. He said that this is essentially just maintaining what we have out there in a state of good repair. He stated that the first four are really those federal performance measures where we are trying to preserve the condition of Interstate and Non-Interstate NHS routes rated as being in good condition; minimizing the mileage of Interstate and Non-Interstate NHS routes as being in poor condition; preserving the condition of NHS bridges as being good; and minimizing the number of NHS bridges rated as being in poor condition. He said that the last one is really just making sure that as we work with our partners that we are identifying financial and human resources to support the maintenance of critical transportation facilities.
- 5) Sustainable and Resilient – Reduces and/or eliminates negative impacts on environmental resources associated with the multimodal system while investing in improvements that enhance system resiliency associated with natural environmental events. He stated that this is kind of the human environment and the natural environment, so we are limiting natural impacts to the environment and are aware of how we distribute benefits and impacts through the decisions we make. He said that it enhances system resiliency and limits negative impacts on the built environment, including our neighborhoods, and supports carbon reduction goals that we talked about and the climate change goals that are in the federal legislation by asking how, when we build new infrastructure, how can we prioritize the system resiliency and how long that lasts and also how can we be more renewable and minimize the carbon impacts of that.

Mason referred to the Sustainable and Resilient slide and said that he is curious as to why a couple of the objectives specifically call out MPO Area neighborhoods, these are all specific to the MPO area so that seems a little out of place. Carbee agreed and said that they would eliminate specifically listing the MPO from the objectives.

Carbee referred to the next slide, Existing Conditions Progress, and commented that they have been working ahead on elements of the document related to the baseline conditions. He stated that they do still need the future model to look at future conditions, so the team is working through that with ATAC, but, again, kind of moving forward on the document so they still need to kind of use that future model to wrap up where we sit in terms of baseline. He added that they will start looking at strategies and options and talk to you about what elements need to go into the plan, so they will work on finalizing goals and objectives so if anyone has any feedback for them over the next couple of weeks get that to them, then they will wrap up those baseline conditions including future conditions and then start looking at how they evaluate performance measures and how do we evaluate different projects and compare them for their suitability for fitting with our overall goals and objective and overall vision. He said that they will then work towards, and hopefully they can get the model going, and then start working toward getting some feedback from the public on what is important in terms of strategies and how we invest, and what should our priorities be for this plan, so that is the direction they are heading.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

Kuharenko reported that at a recent Grand Forks Committee of the Whole meeting there were some City Council members who were discussing the Transportation Plan Traffic Model and looking at the 2050 Plan. Halford asked if he meant the 2045 Plan. Kuharenko responded that they we currently have the 2045, but they are interested in getting that 2050 model, so the question he has is when you think the 2050 Traffic Model will be completed. Kouba responded that that is more of a Diomo question. She said that she has been a little overwhelmed this past year so we haven't gotten it in to him as quickly as we had hoped to so that is kind of the reason why they were pushing earlier this month and last month to get information back to her so that she can finish up that socio-economic data that was being highlighted to Diomo so that he can continue on with the future model. Kuharenko asked if, in that case could Teri talk to Diomo and get back to him as to what kind of timeline we are looking at with that. Kouba responded that he is looking at probably two or three months from now. Halford added that that is part of one of our agenda items coming up, to extend that contract timeline to get that done. She said that she was actually going to bring up that conversation, whether we do the bridge update or not, to get your thoughts on what you've been hearing to be able to answer that question so we can address that: should the MPO go to each City Council and go over this; should we have Diomo come to the Technical Advisory Committee and the Executive Policy Board to go over how they get their data, how they do their modeling, because it sounds like it needs to be more of an educational piece because some people don't understand where this information comes from, so she was going to bring this up with the other agenda item but we can definitely talk about it now and open it up to what you are hearing and what you think would be the best way to address that question because really the MPO is not here to be another obstacle or another thing to question, but more to help you make those decisions for the cities because they are hard enough decisions already so really this data is trying to help you make those decisions, so it is just too bad that the data is being questioned, so does anyone have any thoughts on this.

Kuharenko stated that considering the Grand Forks members on the Executive Policy Board and some of the City Council members that spoke out at Monday's meeting; it might be beneficial to have a presentation for the Grand Forks City Council, that would likely be beneficial to be able to sit down and explain because otherwise you are playing a game of telephone with members who are on the Executive Policy Board versus members on the City Council. Kuharenko said that since we are looking at two to three months before we get the final 2050 Traffic Model, that might be a good time to maybe present that. Halford said that that was another thing that she was going to bring up, especially at the Executive Policy Board, that she doesn't want to sit on this too long either, to have that question out there it just kind of builds up on it so she thinks it should be addressed sooner than later as an educational piece because two or three months from now might be too long. She stated that she thinks a little update and working with Diomo and his team to see if they can give a demonstration on how they got to what they did with their data and maybe just a mini update kind of thing is what she was thinking, but she wanted to hear from the Technical Advisory Committee and the other Executive Policy Board members as well. Kuharenko said that he thinks that is a good idea, and he thinks that that also allows for the City Council, if they have any thoughts or opinions, to give Diomo the opportunity to implement those and take them into consideration before a final product is done, so he can say, okay we

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

heard your input, we incorporated it, this is the final product instead of saying, here is the final product, we want your input now but we have the final product.

Halford explained that this came out of a Joint City Council meeting on the Bridge discussion where some said that they thought the 2045 data was flawed, and just how they got there with that information because it looked like it was data from Fargo, so why were they using Fargo numbers, but that wasn't the case so we need to do some clean-up with that. Kuharenko added that he thinks a lot of it had to do with the change in population from the 2045 to the 2050 plan, that was another big element that can really impact that benefit/cost analysis as well, so we need to try to use the best data we have, even if we need to wait a little bit for it. Kouba commented that there is also kind of some misunderstanding of ten year growth compared to a yearly growth that is being produced to increase that population in our models, and in all our information in reality.

Halford stated that this agenda item was mostly to get your feedback, it isn't an action item, but it was just to get your input on the goals and objectives, so no action is needed today.

Klein said that he is looking at the Sustainable and Resilience slide, and the last objective related to prioritizing longevity, carbon emission reduction, and renewable resources; and he just wants to make sure he is reading it correctly, is this related to carbon impacts and resources in the construction process itself or is it designed to be a more holistic designing infrastructure that will support carbon reduction and alternative modes of transportation and so forth. Carbee responded that the construction impacts are a little bit difficult to control or predict, he thinks, in a long range plan, and that is how he looks at it so he would look at it more about how, balancing everything in here, all else being equal, how can we identify whether it is projects or strategies that will do those things like prioritizing longevity, minimizing carbon emissions, and renewable resources. Klein said that that is what he thought but he just wanted to clarify.

Sanders commented that we need to make sure that we aren't reducing carbon, pinpointing something within the MPO to reduce carbon, but globally increasing carbon; like MnDOT, the MPO isn't going to be able to fix it by themselves, it has to be more of a global thing than a specific thing that the MPO can fix.

Information only.

MATTER OF PERFORMANCE TARGETS

- a. PM-2 – Bridge and Pavement Conditions
- b. PM-3 – Travel Reliability
- c. Transit Safety Targets

Kouba reported that in conjunction with the safety measures we adopted last month, these are additional measures that are federally mandated.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

Kouba referred to a slide presentation (a copy of which is included in the file and available upon request) and went over it briefly, explaining that it will give a better idea of how we came up with some of the information. She stated that basically what we are looking at are that both North Dakota and Minnesota have adopted statewide targets and now it is up to the MPO to determine if we want to support those targets or if we want to set our own targets. She added that she just wants to give a little background on what we are looking at and why we are looking at it.

Presentation continued.

PM-2: Bridge and Pavement Condition Performance Measures: Kouba stated that we want to make sure that there is total bridge deck square footage and whether or not it is structurally deficient or it is in good condition. She said that we are also looking at lane miles of good pavement and bad pavement, whether it is on the Interstate or on the National Highway System. She commented that with the National Highway System it is the Interstate, but it is also your Principle Arterial Roadways and Highways as well.

Kouba referred to a slide showing previous performance period reviews and explained that it shows what has been happening over the years. She said that we did our first target performance period and as you can see there were some; each State didn't do much changing between the two years, especially with the bridges; Minnesota might have done a little changing, but throughout the period the MPO basically either supported the State, especially when it came to the National Highway System. She said that previously, when we started, we basically had one target or we just stated that we were following the State's targets, and then mid-point we adjusted it to state that what the North Dakota and Minnesota targets were that we were supporting.

Kouba said that for the Interstate, since only in North Dakota do we have any Interstate, we previously supported just North Dakota and basically stated that that is the MPO target as well.

Kouba stated that basically what they are looking at in the data, trying to get some actual percentages; Minnesota is really good at getting data to us, she hasn't seen any other information from North Dakota to support some of these percentages to be able to even put our own calculations with our own numbers in the MPO area, which she believes is part of the reason why in the past the MPO has, just in general, supported both Minnesota and North Dakota, their Statewide targets.

Kouba commented that for the Bridge and Pavement, both Minnesota and North Dakota have, as she said, put together their targets and have adopted them. She said that they adopted two-year targets and then four-year targets. She stated that North Dakota has adopted the same target for both their two-year and four-year period; Minnesota has done a little bit of change, mostly for that bridge is in good condition, going from a 30% target to a 35% target, which we, at a staff level are suggesting we continue to on that process, and go forward with both the North Dakota and Minnesota targets in the two-year and four-year time frame.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

Kouba stated that this is in one of the Resolutions for PM-2, and then in the PM-3 -Travel Reliability, as Mr. Carbee said in the previous agenda item, that is just that degree of predictability that isn't necessarily whether or not it is congested, it is whether it is predictably congested, and we have looked at the State targets, but we are able to get information for our area, and that is some of the information she is showing in the presentation.

Kouba referred to the previous performance period review slide for PM-3 targets, and said that we have targets, we do have the State targets that they have put forward but she put in higher target percentages for the MPO for the simple reason that throughout the data that we get, as you can see, North Dakota is doing a good job but they tend to want to be on the safe side, and she completely agrees with that. She said that Minnesota is also looking and are seeing that it is; that their system is becoming more and more reliable but they are still looking at being on the safe side as well, their reliability is kind of in that lower end range.

Kouba referred to the next slide and commented that for our area, that reliability, whether it is Interstate or whether it is just the whole Non-Interstate System, we are looking at some target; well the Interstate is really good, and we are looking at those targets as just being on the safe side as well, and North Dakota is doing the same, they put forward their data and Minnesota has shown their data for the Non-Interstate Reliability.

Kouba said that we, of course, have Non-Interstate; certain areas always have some reliability issues, you can kind of see a very small little red spot, which would be that intersection of Minnesota 220 and US#2, which tends to have some accidents within that area that tends to make it a little unreliable at times, so even looking at that and moving forward we've been given a reliability of 88.9% and she believes; and then we are also looking at, she believes she put something like 80% or 85%.

Kouba stated that we have truck reliability, so that is looking at the freight reliability, and they have their own index stated, so we are also looking at the data that, this is the same type of data that the States are looking at as well, so our truck time reliability is really good on the Interstate, and that truck time reliability is only for the Interstate too. She reported that we are looking at similar targets, but more focused on the MPO area, and more relatable to the MPO area.

Transit Safety Targets - Kouba said that more performance measures, just to let you know there are performance measures with transit as well, and we adopted that Transit Asset Management last month, and we are looking at equipment and making sure we are keeping up with useful life and hitting benchmarks and taking care of all the equipment and facilities. She stated that what we adopted through that plan was that there would be 0% of its facilities in a condition that met or exceeded its useful life and then 10% or less of its vehicles in a condition that has met or exceeded their useful life and then 10% or less of any equipment in a condition that has met or exceeded their useful life.

Kouba added that there is one more target, but it relates to rails and tracks and things like that that do not pertain to our MPO area.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

Kouba reported that we also adopted the Public Transportation Agency Safety Plan (PTASP) for Cities Area Transit last month as well. She stated that as part of that we are looking at total fatalities, rate of fatalities, total injuries, rate of injuries and total safety events, as well as the rate of safety events and system reliability, and that is just focused on transit, the transit system. She said that there weren't specific targets in there, but Cities Area Transit is setting up a system called TransTrack to be able to track data for themselves to be able to do more specific localized transit safety performance measures.

Kouba commented that previously we adopted the State of North Dakota's Safety Targets, so those are the ones that we are going to be looking at as well and these haven't really changed for the State so they won't be changing for the MPO area either.

Kouba referred to the Resolutions included in the packet and stated that we can adopt them as one or you can individually make recommendations. She added that we also have information as to what the States have used for their Safety Plan as well.

Kuharenko referred to the PM-2 Data Actuals Table and said that in this table there is a row called "Percent of NHS Bridge Deck Area in Poor Condition", and he has two questions on this one. He said that we are showing that on the Minnesota side, in 2017, that 45% of bridge decks are in poor condition and in 2021 that 68.5% of bridge decks are in poor condition, yet the target we are trying to have for his is 5%, so the first question he has is are these numbers accurate, are these the right numbers, and the second question he has is that if they are what issues, if any would we run into with numbers that are at this level compared to what our targets are. Kouba responded that that might be a mix-up of her own, she would probably say that she flipped them for Minnesota in the actuals, but as she said, we have information and we try to break down how, it is a complicated formula and quite frankly she doesn't understand it herself, as to where all these numbers are coming from, they are coming from, it is what they look at for the bridge as well as what they look at, you know, somehow they have numbers for what that rate is for their good condition/poor condition, and then they use the percent their deck width is for a section, or the deck width and the length of the deck width, or the length of the deck, which includes just that kind of that ramp as well, but like she said she personally doesn't quite understand how they get their numbers, which is part of the reason why we tend to want to just support what the States have adopted in the past as well as the recommendations from staff. Sanders commented that maybe Jon Mason can ask some questions back in Bemidji about how they came up with their numbers, but the only bridge within the MPO, on the NHS System, would either be the Kennedy or the DeMers Bridge, none of the other ones would be on the NHS System, so if both of those are in poor condition we are in trouble. Kuharenko said that is part of the reason he is asking; one, are these numbers correct and two, if they are correct what problems are we going to run into if our target is 5% and we are that far over. Kouba responded that, like she said, these are Statewide, and so we are basically supporting the State and how we can show that, we are still working with the State as to how that looks in the various documents we do. Sanders said that he is going to assume that 68% is wrong, it is probably .68%. Kouba said that she thinks that is supposed to be 0% in the actual totals and the good condition was 68.5%, she thinks she just mixed the two up. Sanders agreed that that would make more sense. Mason commented that there has been a crack in the Kennedy Bridge, something really minor, but it is throwing off the

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

numbers just based on the bridge design itself. He said that they were planning to do a simple rehab project either last fall or this spring and he will have to check the status of that, but just that one little minor defect on the Kennedy is throwing off the numbers for the District too, so he will look into it further but he doesn't think there is anything to be alarmed about at this time.

MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE PM2-BRIDGE AND PAVEMENT CONDITION; PM3-TRAVEL RELIABILITY TARGETS; AND THE TRANSIT SAFETY TARGETS FOR THE 2022-2026 PERFORMANCE PERIOD, AS PRESENTED, AND ADOPT THE CORRESPONDING RESOLUTIONS.

Voting Aye: Brooks, Mason, Palo, Zacher, Kuharenko, Ellis, Bergman, Emery, and Sanders.

Voting Nay: None.

Abstaining: None.

Absent: Bail, Peterson, Riesinger, Ford, Danielson, Johnson, Christianson, Hopkins, West, and Magnuson.

MATTER OF SOLICITATION OF CARBON REDUCTION PROGRAM FUNDING

Halford reported that this is a new program that came out of the Infrastructure Investment and Jobs Act (IIJA), and it is on the Minnesota side.

Halford stated that Minnesota will be receiving approximately \$20.5 million annually, with an annual increase of 1.9%. She said that there are two funding categories; 1) Areas based on population and 2) Statewide, and we fit under the 5,000 to 49,999 as we are looking at only the Minnesota population.

Halford explained that this program is a little different as it is looking at the location and not who owns the streets, so it is looking at the MPO area. She added that we would be looking at receiving \$20,000 annually, and it is a grant program that has an 80/20 split in costs.

Halford commented that we would be looking at FY2023 and FY2024, and something she didn't hit on in the staff report but that has been discussed in follow-up conversations, is that you can group the years together, you don't have to use just the \$20,000 from this year, if you want to apply for another \$20,000 next year, you can either look at doing a project this year or waiting until next year and use \$40,000. She said that there is a very broad way of how you can use this funding, we just copied what the State of Minnesota put together for the application, they didn't feel like they needed to add more of what is required on top of that. She stated that they are looking for any kind of application by Thursday, February 23rd, then it will come back to the Technical Advisory Committee in March for their review and approval, and then the following month we will make amendments to the T.I.P.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

Halford stated that this is just the process; 80/20 split, \$20,000 to either use this year or next year, and it is opening up for applications.

Zacher commented that this may be available on the North Dakota side as well. He said that they just had some discussion internally for funds that would be available for things like this but it doesn't have its own set-asides, so they have to look at other projects that are going on as well.

Mason reported that the ATP will also be doing a similar type of solicitation for project nominations; and like Stephanie was showing, projects within the MPO area, that is where the funding that she referenced is located, the ATP is a larger square area with larger population so they have a different funding target, so entities within the MPO area would apply to the MPO and then their area, if you are outside you would apply to the ATP. He stated that as he said they will be working on a solicitation very similar to what the MPO has presented here.

Ellis asked if the City of East Grand Forks can apply for those ATP funds. Halford responded that the City of Grand Forks can apply, actually even MnDOT can apply if they want to, but she heard that they are not going to do that this year. Ellis said that she was actually referring to the ATP funds, not the MPO area funds. Mason responded that his understanding is that it would need to be for a project located outside of the MPO area, so no you wouldn't. Ellis said that she was just wondering because if there is a larger pot of funding available you don't want to not apply for it if you can. Mason asked if the Transit Service provides service outside the MPO area. Ellis responded it does not. Mason said that that was one thing he had been thinking about, if there would be eligibilities there, but if the City doesn't provide services outside of the MPO, it would be more appropriate for a different agency to apply. Halford stated that she hadn't thought of that, that is a good point.

Halford said that we hopefully get a couple, or at least one application, and we will bring it back to the March Technical Advisory Committee meeting.

Information only.

MATTER OF APPROVAL OF 2023-2026 T.I.P. AMENDMENTS

Halford reported that highlighted in the staff report, again like she did last month, is what the current project is as well as what we are amending it to.

Halford referred to the staff report and said that the first amendment is an update to a current listed project for the Urban Roads Program. She said that just a few tweaks have been made to it but nothing major.

Halford said that the next amendment is for a new project, it is a district wide project, some of it is within the MPO area. She stated that even though it is listed as a \$1.5 million dollar project, not all of the costs are in the MPO area, but they don't break it out, so we just put it into the TIP as a whole as some of the project does fall into our boundaries.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

Halford stated that the next amendment is another new project that, again, a portion of will be in the MPO boundaries, just as the last one. She said that it is listed as a \$1 million dollar project, but, again, only a portion of the project will be in the MPO area.

Halford said that the last amendment is a new project that we got Transportation Alternative funding for, is converting a gravel path along South 48th Street, so that will be in FY2024.

Halford referred to a list of amendments that were discussed at the last Technical Advisory Committee meeting. She said that there is some language and numbers that need to be addressed on some of them. She explained that she is showing the list this way because they were received too late to put them into the table format in the staff report. She said that she felt comfortable enough that we could bring them forward and include them as part of the list of TIP amendments, and they will do the public hearing at the Executive Policy Board meeting next Wednesday, but, especially on the Minnesota projects, there is language that needs to be worked on and also where some of the funds is going and coming from needs to be adjusted as well. She asked if Jon Mason wanted to add anything to these items. Mason responded that he could add a little bit.

Mason referred to the list and stated that the first project, #0018-23B, doesn't need any changes made to the past action Technical Advisory Committee and Executive Policy Board took at their December meetings. He said that where they are more, or less seeking concurrence is on projects #2 and #3. He stated that with project #2, the December Technical Advisory Committee action included \$110,594 dollars of ARPA funds, they learned that it not necessary for that to be included in the TIP unless there were some other parameters around that that didn't apply in this case, so we should actually be showing the project having that much less dollars of federal funding and show that it is going to include the \$40,000 of the Section 5307, and the roughly \$10,000 to match that, so it is more of a documentation the funding isn't going away or disappearing or anything like that, it just doesn't need to be shown in the TIP.

Mason stated that the third project, listed as 0018-22B, is kind of an odd duck project for them with the carry over process, and what he learned on this one is, as far as documenting the TIP it is showing it includes the federal amount and not the 2022 State Operating Dollars, so the Operating Dollars come to about \$312,000 and with what we learned we don't need to show that all we need to show is the 50/50 split between the 5307 and the local match, so once again the monies didn't go away or disappear, it is more updating the documentation to get everything to follow through properly.

Ellis commented that, just so you are aware, this has been discussed with FTA because the majority of it is FTA 5307 dollars and they are okay with the process.

Zacher said that, back on the North Dakota side projects, if we had year end totals for 2023 through 2025 from the last TIP you should add that in these tables. He stated that he is still behind on getting 2026 numbers, so we could carry over the 2023 to 2025 from last year, if there are numbers, he knows there are a few projects but some are authorized early in 2022 so there may not be anything to carry forward, so just check that, and he will be in touch with you, it

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

won't affect this TIP amendment but there may be another one next month because there have been conversations about moving that chip seal for 32nd Avenue up to 2023, but that hasn't been made official yet.

MOVED BY BROOKS, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVAL FY2023-2026 T.I.P. AMENDMENTS SUBJECT TO CORRECTIONS AS DISCUSSED.

Voting Aye: Brooks, Mason, Palo, Zacher, Kuharenko, Ellis, Bergman, Emery, and Sanders.

Voting Nay: None.

Abstaining: None.

Absent: Bail, Peterson, Riesinger, Ford, Danielson, Johnson, Christianson, Hopkins, West, and Magnuson.

MATTER OF APPROVAL OF RFQ FOR AERIAL IMAGERY COLLECTION APPLICATION

Kouba reported that after conversations with Wayne and the NDDOT, staff is making a request to change this from and Request for Quotes to Request For Proposals.

Kouba stated that the actual scope of work has not changed, nor has the budget for the project, but we are just going to go through an RFP process so our dates are changing a bit from what was in the document that was included in the packet. She said that she did contact the selection committee members so we can get a final date as to when we will get together and do interviews and things like that but we are looking at the week of February 27th at this time.

Kouba said that we won't actually be able to get anything going on the project until March, which is fine as aren't looking at flying until sometime in April or May, when the snow is gone, and hopefully the river is in its banks.

Kouba commented that we have moved from a three year cycle to a two year cycle, we did it in 2021 and are doing it again now in 2023.

Kuharenko stated that one thing he noticed on this was the resolution. He said that he knows that last time we had it done we got a 3-inch pixel resolution and this is showing 6-inch resolution, and he knows that Grand Forks would prefer the 3-inch and he was wondering if there is a particular reason to go with the 6-inch or is this something we can change. Kouba responded that it can be change to 3-inch, she thinks changing it to 3-inch resolution will bring us even closer to the \$55,000 budget amount, so she doesn't see an issue with doing that, so she will make that change in the documents as well.

Emery said that he has a question about the Selection Committee, you have City of East Grand Forks Engineer, which would be him; he knows their 95 West Group, which is part of Widseth

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

would propose on this project because they do have a plane, so he is just wondering if it would be better if the City of East Grand Forks Planning, maybe Nancy Ellis, should be part of the Selection Committee rather than himself. Kouba responded that she thinks that is something else she changed because she knew that was going to be an issue, but she believes she asked Wayne Zacher to be on the committee to replace you so that we have our lead State as part of the process. Zacher responded that he thinks that is full of beans. Emery stated that we should have some representation from East Grand Forks though. Zacher said that he agrees there should be someone from East Grand Forks on there, and he tends to try to stay out of interviews except for the big studies or interstate types of issues.

Halford asked who was on the Selection Committee. Kouba responded that the City of East Grand Forks IT, City of Grand Forks GIS/IT, City of Grand Forks Engineering, the MPO, and then we need someone from East Grand Forks. Halford asked if Ellis would be willing to be on the Committee or does she have a recommendation for someone from East Grand Forks. Ellis responded that she doesn't have a recommendation at this time so she will probably do it.

MOVED BY BROOKS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE REQUEST FOR PROPOSALS FOR THE AERIAL IMAGERY COLLECTION, SUBJECT TO CORRECTIONS AS DISCUSSED.

Voting Aye: Brooks, Mason, Palo, Zacher, Kuharenko, Ellis, Bergman, Emery, and Sanders.

Voting Nay: None.

Abstaining: None.

Absent: Bail, Peterson, Riesinger, Ford, Danielson, Johnson, Christianson, Hopkins, West, and Magnuson.

MATTER OF APPROVAL OF THE GRAND FORKS/EAST GRAND FORKS TRAVEL DEMAND MODEL PROJECT EXTENSION REQUEST

Kouba reported that this was brought up with our discussion on the Street and Highway Plan. She said that we were planning on having the model done by December of 2022, but things got delayed big time, so we are requesting an extension of that contract to April of 2023, and that is just to get the final cleaned up.

Halford commented that they are requesting April as the completion date, but they are hoping to have it done before that.

MOVED BY KUHARENKO, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE TRAVEL DEMAND MODEL CONTRACT EXTENSION, SUBJECT TO A UNIFIED PLANNING WORK PROGRAM AMENDMENT TO CARRY-OVER THE FUNDING FROM 2022 TO 2023.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

Zacher asked if this amendment was put into the work program because he is guessing that the funds are sitting there, and to spend that money we may need to do an amendment to carry-over so many dollars into 2023.

Voting Aye: Brooks, Mason, Palo, Zacher, Kuharenko, Ellis, Bergman, Emery, and Sanders.

Voting Nay: None.

Abstaining: None.

Absent: Bail, Peterson, Riesinger, Ford, Danielson, Johnson, Christianson, Hopkins, West, and Magnuson.

OTHER BUSINESS

A. 2022/2023 Annual Work Program Project Update

Halford referred to the 2022/2023 Annual Work Program Project Update Spreadsheet and commented that they have a little bit more tweaking to do on it but Teri got a good head start, and she added a few more things, but they have expanded it to show the work program as a whole, so we aren't just looking at what we are working on right now, but to also include what projects are in the program for 2023 and 2024 so you can get a good idea of what is coming down the pipeline.

Halford said that what we are looking at right now is, you got a good update on the Street and Highway earlier so she doesn't need to talk about that but on the Bicycle/Pedestrian Element we are a bit behind on it, so far about a month behind, we were supposed to get a draft last Friday and now we are looking at either this Friday or next Tuesday so hopefully we can get back on track and get the committee to review it and get their comments back to the consultant and then start going through the adopting process in March and April.

B. MPO Updates

- 1) Bridge Update - Halford reported that we kind of hit on some of the Bridge Update discussion earlier in the meeting. She said that one additional thing would be as part of the Joint City Council meeting there was discussion on the contract with the Consultant and it sounds like it is moving forward, just a couple tweaks with the contract, but it sounds like both Cities are in agreement so we will see where that goes.
- 2) February TAC Agenda Items – Halford stated that we are looking at some more TIP amendments as well as some amendments to our work program.

C. Agency Updates

- 1) NDDOT – Zacher commented that the NDDOT is filling in its Executive Director for Planning, however it hasn't been announced yet, but he believes that position has closed.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 11th, 2023**

Zacher stated that they are working on the Functional Class Urban Boundary redraw, for the locals. He said that he knows the MPOs are given that information.

Zacher said that the 2020 census numbers were released December 29th and Minot did become an MPO and Fargo will become a TMA, they are waiting on the Federal Register publication. He said that North Dakota also added an Urban area in Watford City so that will mean 13 cities met the criteria.

Halford asked, with Minot met the criteria to become an MPO, can they turn it down. Zacher responded that he doesn't know if they can. He explained that basically what has to happen is the Governor and Minot; Minot proper has the vast population at a population of 48,500, so they have the majority of the population so the Governor and Minot have to come to an agreement, but basically when it comes to the agreement, they have to have a Policy Board structure in place first, along with a few other things, so he is still working through that process and trying to figure out what they need to do now. He added that basically the funding would come from 2024, and there may be a few things they can work through before that, but he said there will probably be more discussion on it at the ND MPO Director's meeting, so if anyone has information or questions for Stephanie to bring up at the director's meeting on March 16th, please get them to her so she can bring it up at the meeting. Halford agreed, adding that she will be chairing that meeting so if you have anything for the agenda let her know.

Information only.

ADJOURNMENT

MOVED BY BROOKS, SECONDED BY KUHARENKO, TO ADJOURN THE JANUARY 11TH, 2023 MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:49 P.M.

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis, Office Manager



MPO Staff Report
Technical Advisory Committee:
February 8, 2023
MPO Executive Board:

STAFF RECOMMENDED ACTION: Update from the University of North Dakota on the intern conducting a Traffic Speed Study.

TAC RECOMMENDED ACTION:

Matter of an update from the University of North Dakota (UND) on the intern conducting a Traffic Speed Study.

Background:

This discussion started a year ago as a great partnership opportunity with the University of North Dakota (UND) and Grand Forks/East Grand Forks Metropolitan Planning Organization.

The main objectives of the study include:

- Analyze traffic safety and speeding tickets data for South Grand Forks and determine locations that need more detailed speed studies.
- Determine the effects of traffic calming techniques on driver behavior and pedestrian safety.
- Recommend approaches to address traffic safety concerns.

Findings and Analysis:

- Effect of traffic calming techniques on traffic speed and pedestrian safety

Support Materials:

- Preliminary review and findings

Traffic Speed, Traffic Calming Techniques, and Safety Implications for Pedestrians and Bicyclists

Report submitted by: Mulugeta Amare and Daba Gedafa

Principal Investigator: **Daba S. Gedafa, Ph.D., P.E., ENV SP, F. ASCE**
Chair and Michael & Sitney Lodoen Endowed Professor
UND Civil Engineering

Proposed Budget: **\$30,000.00**

Proposed Time Period: **November 16, 2022-July 15, 2024**



February, 2023

Abstract

Transportation involves the movement of road users on a given corridor, and the safety aspect is the basic concern for the transportation system. Previous reports have documented that traffic speeding is a safety concern for pedestrians and bicyclists, contributing to 29 percent of fatalities and 13 percent of injuries. It involves engineering, driving behavior, education, and enforcement actions to tackle these incidents. The main objective of this study was to present a review of the safety implications of traffic speed for pedestrians and bicyclists and the traffic speed calming techniques on non-interstate highways. It includes traffic speed calming practices in three states of the United States of America. The results evidence that traffic accidents and fatality rates increase exponentially with the traffic speed, and using speed humps, speed tables, chicanes, and speed-activated speed limit signs significantly reduces traffic speed.

Introduction

Agencies work closely with law enforcement entities, state traffic safety offices, and the National Highway Traffic Safety Administration (NHTSA) to plan and implement policies that can help reduce the number of crashes to combat high costs, injuries, and deaths. One approach is through the Four Es of traffic safety: Enforcement, Engineering, Education, and Emergency Medical Services. The Four Es play an important role in road safety: each component is essential and, when taken together as a unified approach, has achieved the lowest crash rates in decades. There were 5.5 million police-reported traffic crashes in 2009. Law enforcement officers work diligently to prevent crashes by enforcing traffic safety laws such as seat belt use, child passenger protection, traveling over the speed limit, driving while impaired, and distracted driving. Studies have indicated that increased enforcement and educational campaigns can yield significant changes in driver behavior.

A national awareness campaign called “Click It or Ticket” has increased seatbelt use by as much as 85 percent between 2005 and 2009, saving an estimated 72,000 lives. The NHTSA, state DOTs, law enforcement, and traffic safety offices can prevent crashes by holistically addressing the four components. Technology can also improve and transform how traffic safety advocates, engineers, and other key stakeholders use the Four Es. The Four Es approach has contributed to a steady decline in fatality and injury rates over the past few years. The ultimate safety goal is Toward Zero Deaths (TZD) on all highways, a data-driven highway safety strategy focusing on changing driver

culture. The TZD initiative relies on data from crashes and police stops, in concert with the four Es, to determine priority areas and make policy and program changes that will reduce the current fatality rate per million vehicle miles traveled (VMT) from 1.14 to zero.

Data used in this analysis includes vehicle speed, traffic volume at the time of the crash, law enforcement crash investigation information, emergency medical response information, road sensor, design data, and the effectiveness of public education campaigns. This data can be analyzed holistically to assist decision-makers in creating strategies for comprehensive traffic safety improvement plans. Local, state, and federal agencies host this data in various databases, formats, and types of hardware, creating a challenge when integrating this information to create the holistic view of traffic safety needed to coordinate an approach that prevents crashes. Data analysis enables road designers, law enforcement officers, emergency medical responders, and those designing public education campaigns to identify trends and develop highway safety plans and interventions with the best return on investment.

Problem Statement

Safety and traffic concerns arise from increased vehicle traffic, excessive speed, and a disregard for stop signs. The speed of the vehicles is a function of the roadway quality, driver behavior, time of the day, and other roadway elements like traffic signals. Speeding is a perceived issue in general near the intersection of Belmont Rd and 55th Ave S in particular. A pedestrian struck by a speeding vehicle in a residential neighborhood with low posted speed limits will have a much higher mortality rate. If a driver increases a speed from 20 mph to 30 mph, the pedestrian fatality rate may increase by 40%, especially since the driver's ability to stop quickly decreases as their speed increases. That 10 mph increase in speed affects a driver's stopping distance by about 85 feet, significantly impacting their ability to stop suddenly, especially under wet, snowy, and icy conditions that are prevalent in Grand Forks.

Some of the methods that can be used to increase a driver's adherence to yielding for pedestrians and reducing their traffic speed are the installation of "Stop for Pedestrian" and "Yield to Pedestrians within Crosswalks" signs. The Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration (FHWA) includes in-roadway "Yield to Pedestrians within Crosswalks" signs that can be placed at uncontrolled marked crosswalks (FHWA 2009). In-roadway signs may be effective since they are directly in the motorist's field of view. A study on the impacts of alternative yield sign placement on pedestrian safety (Gedafa et al. 2014)

determined that placing a yield sign at a crosswalk was the most effective way of increasing the likelihood of a vehicle yielding for pedestrians; however, the authors recommended research on the repeatability of their results at other sites to increase the robustness of their findings.

Therefore, this paper reviews the safety concerns regarding traffic speed and engineering traffic speed-calming techniques, preferred locations, and their effect on pedestrians and bicyclists by reducing traffic speed.

Objectives of the Study

The main objectives of this study includes the following:

- Reviewing the safety implications of traffic speed on pedestrians and bicyclists in the USA.
- Determine the effects of traffic calming techniques on vehicle speed and pedestrian and bicyclist safety.

Task 1: Literature Review

The literature has included literature that has been done so far. Additional literature review will be conducted.

Traffic Speed and Safety

Increasing vehicle traffic, excessive speed, and disregard for stop signs pose safety and traffic concerns. According to the World Health Organization, WHO, report (WHO 2021), the United States is way behind other developed countries regarding traffic safety concerns. The Road Traffic Death Rate per 100,000 Population in the USA is 12.7, more than twice the rate in Canada, which is second place on the list. The 2020 traffic safety fact report from NHTSA shows that 29% of the total 38,824 fatalities and 13% of the total 1,974,002 injuries across the nation were due to speeding. Moreover, speeding-related fatalities have increased by 17% from 2019 to 2020 (NHTSA 2022). Speed and aggressive driving were a factor in 34% of fatal crashes in North Dakota in 2021. In addition, a speed driving-related crash occurred every two and half hours, and fatality occurred once in nearly ten days (NDDOT 2022).

Figure 1 presents the percent contribution of speeding towards fatalities and injuries. For the ten years of data in the USA, the average contribution of speeding is 28% and 15% for fatality and injuries,

respectively. Other factors like belt non-use, helmet non-use, distraction, alcohol involvement and causation, and absence of traffic signs and signals account for the remaining percentage.

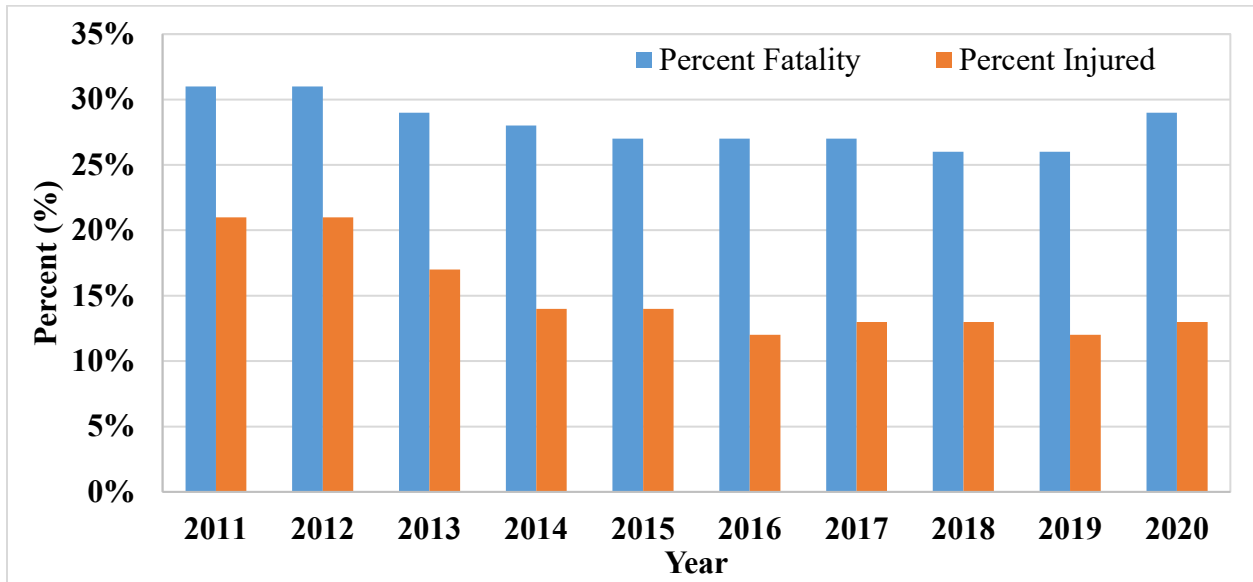


Figure 1 Percent fatality and injury due to traffic speeding, 2020 USA (NHTSA 2022)

In a Crash Summary Report by the North Dakota Department of Transportation (NDDOT), more than 50% of the traffic citation for 5 consecutive years (2011-2016) reports were due to speeding. Moreover, in 2021, 27% of the fatalities were due to speeding. Among all the counties in North Dakota, Grand Forks is ranked second and third in crash rate per million vehicle miles traveled (MVMT) and the number of crashes, respectively. In 2021, nearly every six and three days, one bicyclist and one pedestrian were involved in a crash (NDDOT 2022).

The NHTSA fact sheet data (NHTSA 2022) for ten consecutive years, 2011-2020, documented the fatality exposures experienced by 5 groups of road users. The passenger car occupants are the most affected at all times, followed by light trucks and non-occupants. Figure 2 summarizes the percentage fatality of each passenger type in the USA in 2020. From this, it is evident that at least 1 out of 5 persons killed is non-occupant, mainly pedestrians and bicyclists.

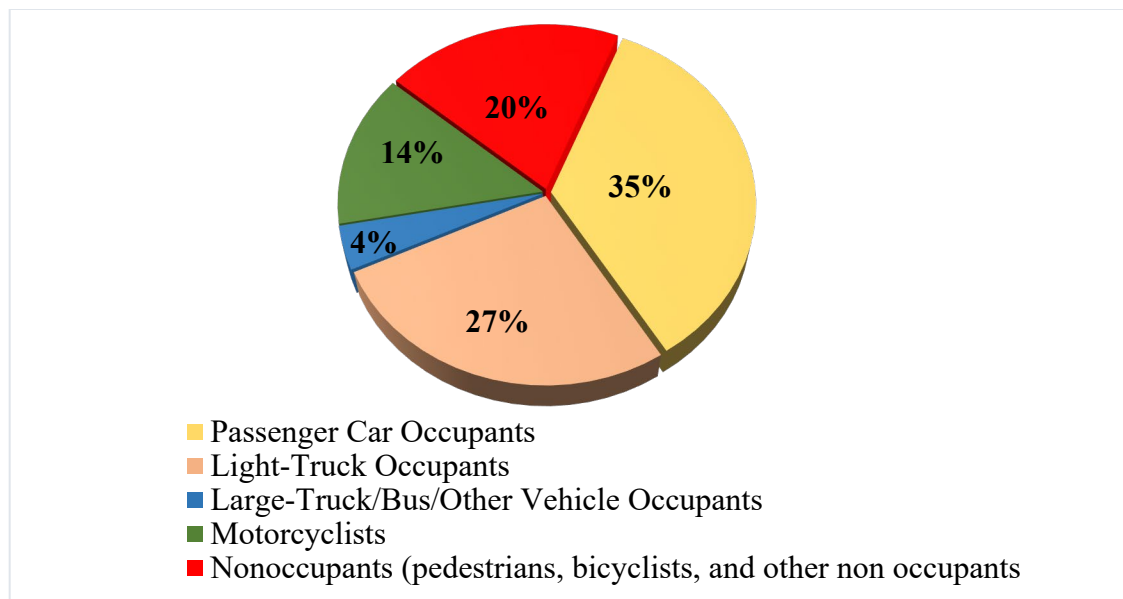


Figure 2 Percentage of traffic fatality per occupant type, 2020 USA (NHTSA 2022)

The relationship between the risk of fatality of a given passenger hit by a vehicle and the speed of the vehicle during collision or impact is calculated using a single logistic regression model, and it is called risk factor (Kong and Yang 2010; Li et al. 2015; Nie et al. 2014; Nie et al. 2010; Tefft 2013). The trend of the fatality curve is similar for all curves, and the risk of pedestrian death looks inevitable for speed values greater than 40mph. Figure 3 shows a summary of the results of regression models developed by researchers for different countries (considering other parameters like age, impact location, and height of pedestrian are constant).

By reducing vehicle speeds and enhancing safety for non-motorized street users, traffic calming can enhance the quality of life for locals living along affected roadways. By enhancing the safety, mobility, and comfort of non-motorists, traffic calming supports the livability and vitality of residential and commercial districts. These goals are often met by lowering vehicle speeds or densities on a single route or a network of streets. Roadside, vertical, lane-narrowing, and other elements that use self-enforcing physical or psycho-perception mechanisms to achieve desired results are included in traffic-calming measures (FHWA 2017).

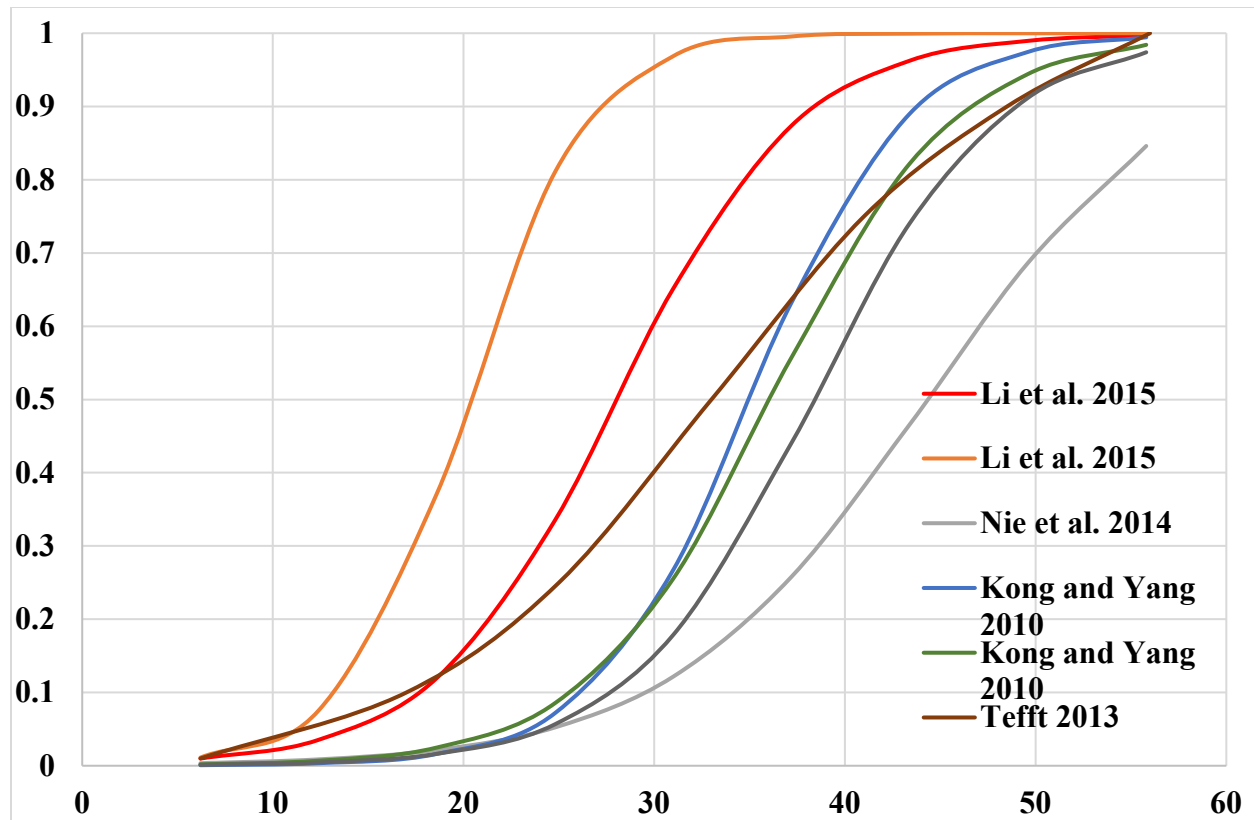


Figure 3 Vehicle speed vs. Fatality risk for pedestrians

Effect of Traffic Calming Techniques on Traffic Speed, Pedestrian and Bicyclist Safety

The Institute of Transportation Engineers defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables, and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Closures that obstruct traffic movements in one or more directions, such as median barriers, are intended to reduce cut-through traffic. Traffic calming measures can be implemented at an intersection, street, neighborhood, or area-wide level (USDOT 2021).

Table 1 presents the summary of traffic calming techniques and case study areas registered by FHWA.

Table 1 Summary of traffic-calming countermeasures (FHWA 2017; Johnson 2005; Zegeer et al. 2013)

Traffic calming measures	Purpose	Main Considerations	Case study area
Temporary Installations for Traffic Calming	Change the entire look of a street to send a message to drivers that the road is not for fast driving	Check for the cost of measures and use them for specific and emergency cases.	Fifth Street Traffic Calming, Tempe, Arizona
Chokers	Designed to slow vehicles at a mid-point along the street through	Ensure that bicyclist safety and mobility are not diminished	Fifth Street Traffic Calming, Tempe, Arizona
Chicanes	Reduce vehicle speeds on local streets and add more green (landscaping).	Reduce on-street parking	Berkshire Street Traffic Calming, Cambridge, Massachusetts
Mini-circles	Reduce speed and manage traffic at intersections where volumes do not warrant a stop sign or a signal.	Use yield, not stop, controls, and do not make generous allowances for motor vehicles by increasing radii.	Seventh Avenue Traffic Calming, Naples, Florida
Speed Humps and Speed Tables	Enhance the pedestrian environment at pedestrian crossings.	No use in a sharp curve.	Corridor Traffic Calming, Albemarle, Virginia
Gateways	Create an expectation for motorists to drive more slowly and watch for pedestrians entering a commercial, business, or residential district from a higher-speed roadway. They can also create a unique image for an area.	Traffic-slowing effects will depend upon the chosen device and the area's overall traffic-calming plan.	Leland Street Redesign Bethesda, Montgomery County, Maryland

Specific Paving Treatments	Send a visual to motorists about the function of a street and create an aesthetic enhancement of a street and be used to delineate separate spaces for pedestrians or bicyclists.	Slippery and bumpy surfaces should be treated.	Downtown revitalization Partnerships, Clemson, South Carolina
Serpentine Design	Change the entire look of a street to send a message to motorists to drive slowly on this street.	Most cost-effective to build as a new street or where a street will soon undergo major reconstruction	Old Town Improvements, Eureka, California
Curb Ramps	Provide access to street crossings and improve sidewalk accessibility for people with mobility restrictions	Consideration of disabled pedestrians	
Speed Cushion	preferred alternative primary emergency response route or on a transit route with frequent service	Cutouts width design	

“Road diets” are one approach to traffic calming. Road diets reduce the width or number of vehicular travel lanes and reallocate that space for other uses such as bicycle lanes, pedestrian crossing islands, left turn lanes, or parking. Safety and operational benefits for vehicles and pedestrians include (USDOT 2021):

- decreasing vehicle travel lanes for pedestrians to cross,
- providing room for a pedestrian crossing median,
- improving safety for bicyclists when bicycle lanes are added,
- providing an opportunity for on-street parking (which also serves as a buffer between pedestrians and vehicles),
- reducing rear-end and side-swipe crashes,
- improving speed limit compliance, and

- decreasing crash severity when crashes do occur.

Implementing traffic calming measures can reduce traffic speed, reduce motor-vehicle collisions, and improve safety for pedestrians and cyclists. These measures can also increase pedestrian and bicycling activity (USDOT 2021). Table 2 summarizes the effect of traffic calming techniques on 85th percentile vehicle speed in different states of the US. The traffic calming techniques, in most cases, were effective in terms of reducing vehicle speed.

Table 2 Summary of effect of traffic calming techniques on 85th percentile vehicle speed (FHWA 2014; FHWA 2017)

Traffic Calming Techniques	85th %tile Speed (mph)			Location	No. of sites
	Before	After	Change		
Speed Hump	35	27	-8	More than 100	178
	36	31	-5	WA	4
	37	29	-8	FL	1
	28	22	-6	IA	3
Speed Table	37	31	-6	More than 100	72
	38	29	-9	GA	19
	33	29	-4	IA	1
	28	22	-6	IA	3
Raised	37	38	1	More than 100	2
Intersection	30	30	0	NY	1
Chicanes	33	27	-6	More than 100	2
	31	22	-9	WA	4
	31	28	-3	Canada	1
Center Island	36	33	-3	NY	1
	44	38	-6	MN	2
	44	38	-6	MN	1
	44	38	-6	MN	1
	35	33	-2	IA	3
	36	35	-1	IA	2

Transverse	55	54	-1	TX	11
Rumble Strips	49	52	3	KY	3
Converging	70	53	-17	WI	-
Chevrons	53	52	-1	TX	-
	53	53	0	TX	-
	37	33	-4	OH	1
Speed Activated	36	30	-6	CO	1
Speed Limit Sign	39	34	-5	CO	2
	37	33	-4	CO	3
	37	32	-4	CO	1
Speed Limit XX	42	40	-3	IA	5
Pavement	46	45	-1	IA	2
Legend	40	39	-1	IA	3
Speed Feedback	65	63	-2	TX	1
Sign with	59	52	-7	IA	1
Action Message	34	32	-4	WA	9
	33	31	-5	WA	3
	36	31	1	WA	1

With a major contribution from the SRC, West Fargo's project team came up with a list of traffic-calming solutions that can be implemented (METROCOG 2021). Some criteria used to come up with the list were feasibility, effectiveness, maintenance, and other criteria such as emergency services or vehicular impacts. The list includes lane narrowing, curb extension, pinch-point, chicane, median island, mini roundabout, speed hump, pavement material, diverter, and landscaping.

Effects of Yield and Stop Signs on Pedestrian Safety and Traffic Speed

Engineers have traditionally marked crosswalks for three reasons: to increase pedestrian safety by identifying the safest location to cross the street, to alert drivers to the possibility of pedestrians crossing at that location, and to increase a pedestrian's level of service and safety (Van Houten et al. 2002). Crosswalk markings and their correlation to increased pedestrian safety have been the

subject of much debate. A study on the safety effects of marked versus unmarked crosswalks at uncontrolled locations (Zegeer et al. 2001) compared 1,000 marked and 1,000 unmarked crosswalks in 30 U.S. cities. Their study indicated only one instance where there was a significant difference in the number of crashes between marked and unmarked crosswalks: crosswalks on multilane roads with an uncontrolled approach had significantly more crashes than unmarked crosswalks if the road had average annual daily traffic (AADT) above 12,000. The study also indicated that more than 70% of pedestrians cross at marked locations: most notably those younger than 12 and more than 64 years old. Research indicates that marked crosswalks can lead to a false sense of security; however, behavioral data collected from multiple sites before and after crosswalks were installed contradicted this hypothesis. This data indicated that marked crosswalks were associated with somewhat higher levels of pedestrian-observing behavior and somewhat lower driver speeds (Knoblauch et al. 1999).

Several studies have demonstrated that “Yield to Pedestrian” signs placed in-roadways can increase the percentage of motorists yielding for pedestrians (FHWA 2009; Huang et al. 2000). In-roadway signs were also evaluated in other studies (Turner et al. 2006). The research team collected data on motorist yielding behavior at 42 crosswalks in different regions of the United States. The results indicated that the in-roadway signs were associated with yielding rates of 87% for two-lane roads and were highly cost-effective in increasing yielding behavior. Gedafa et al. (2014) also determined that yield signs installed at any location result in vehicles yielding to pedestrians. The placement of the sign at a crosswalk is the most effective method for increased yielding, and the presence of a yield sign results in a lower average traffic speed. These findings imply that the risk to pedestrians and bicyclists is lower in the presence of the sign. These studies need to be validated with additional studies at different locations.

Pedestrian’s right of way in crosswalk includes driver and pedestrian responsibilities according to North Dakota Century code: when traffic-control signals are not in place or not in operation, the driver of a vehicle shall yield the right of way, slow down or stop if need be to yield so, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger; and no pedestrian may suddenly leave a

curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard.

Task 2: Traffic Safety and Speeding Tickets Analysis

Crash data for Grand Forks for the past six years have been obtained from the Traffic Safety Office of the North Dakota Department of Transportation. Speeding ticket information has been obtained from Grand Forks City Police Department. Additional speeding ticket data has been requested. The project team is going to start analyzing the data to decide on the locations for field data collection.

Summary and Conclusions

There has been a substantial number of fatalities and injuries in the past years, and the incidents are mostly caused by traffic speed. Using traffic calming techniques would help reduce vehicle speed and the accidents associated with it.

Vehicle speed accounts for at least 26% of accidents in the USA, and the fatality of non-occupants is around 20% of the total fatality. The fatality risk exponential curves show that likelihood of fatal accidents on pedestrians is less at speeds of 20mph and lower,

The traffic calming measures have an impact on vehicle speed. Speed humps, speed tables, chicanes, and speed-activated speed limit signs showed a higher speed reduction value of at least 5mph on average. However, center islands, raised intersections, transverse rumble strips, speed limit legends, and speed feedback signs with action messages show less impact (less than 5mph on average) in reducing speed. The data for the given countermeasures at different locations shows different results.

Yield and stop signs are vital in decreasing the risk of pedestrian and bicyclist accidents at crosswalks. It helps to decrease the vehicle speed near the signs.

Future Works

This paper reports Task 1 of the research project entitled “**Traffic Speed, Traffic Calming Techniques, and Safety Implications for Pedestrians and Bicyclists.**” The future planned works and their planned durations are listed in order as follows:

- Reviewing and updating Task 1 report.

- Traffic Safety and Speeding Tickets Analysis (three months) and identification of blackspots for the experimental study. The proposed traffic calming techniques will be designed following the state and federal traffic operation manual.
- Case study and field surveying

References

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MPO Staff Report

Technical Advisory Committee: February 8, 2023

MPO Executive Board: February 15, 2023

RECOMMENDED ACTION: Recommend the approval of the Administrative Modification to the FY2023-2026 TIP to the Executive Board,

TAC RECOMMENDED ACTION:

Matter of the Administrative Modification to the FY2023-2026 TIP.

Background:

After the MPO adopts a four-year TIP, administrative modifications may need to be processed when a project has minor revisions, which can be made by the Forks MPO staff after proper notification and verification that the changes fall into this category.

NDDOT reviewed project funding years in relation to the State Fiscal Year and has informed the MPO that one project will fall into the 2023 funding year instead of the 2025 funding year. NDDOT has also informed the MPO that there is a minor cost change for another project in the 2023 funding year.

The proposed modifications are:

- Moving MPO ID #121003 (NDDOT #23349) from 2025 to 2023.

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL AND FUTURE EXPENDITURES					
				AND SOURCE OF FUNDING						2023	2024	2025	2026		
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.		
					FUNDING SOURCE					CONSTR.	TOTAL				
Grand Forks #121003	Grand Forks	32nd Ave S	The NDDOT will do a pavement preservation project between I-29 and S Washington St. Pavement preservation to be CPR, grinding and microseal	NDDOT	REMARKS: This project is pending funding in 2025 and if not will be funded in 2026										
PCN 23349		Principal Arterial			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
	Rehabilitation	Discretionary			3,356,000	2,684,800	335,600		335,600						3,356,000
Urban Regional Secondary Roads Program										TOTAL				3,356,000	

Grand Forks #121003	Grand Forks	32nd Ave S	The NDDOT will do a pavement preservation project between I-29 and S Washington St. Pavement preservation to be CPR, grinding and microseal	NDDOT	REMARKS: This project is pending funding in 2025 and if not will be funded in 2026										
PCN 23349		Principal Arterial			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
	Rehabilitation	Discretionary			3,356,000	2,684,800	335,600		335,600			0	0	0	0
Urban Regional Secondary Roads Program										TOTAL	3,356,000				

- Increase in cost of less than 25% for MPO ID #119004 (NDDOT #22167)
- From:

Grand Forks #119004	Grand Forks	N Washington	Roadway Reconstruction & Structure Rehabilitation	REMARKS: STIP shows as two separate projects. Approximately 50% funding through Regional Urban and the 50% funding through Bridge Program										
PCN 22167	NDDOT	Principle Arterial			Operations	0								
					Capital	0								
					P.E.	0								
					R.O.W.	0								
	Bridge Reconstruct	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	11,150,000			
				11,150,000	9,023,696	1,011,304		1,115,000						
				Urban Regional Secondary Roads & Bridge Programs					TOTAL	11,150,000				

To:

Grand Forks #119004	Grand Forks	N Washington	Roadway Reconstruction & Structure Rehabilitation	REMARKS: STIP shows as two separate projects. Approximately 50% funding through Regional Urban and the 50% funding through Bridge Program										
PCN 22167	NDDOT	Principle Arterial			Operations	0								
					Capital	0								
					P.E.	0								
					R.O.W.	0								
	Bridge Reconstruct	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	12,175,526			
				12,175,526	9,740,420	1,217,553		1,217,553						
				Urban Regional Secondary Roads & Bridge Programs					TOTAL	12,175,526				

MPO staff has reviewed the TIP Manual and has determined that a change in year of funding is a minor modification that does not rise to an amendment level. MPO staff has also determined that the cost is less than 25% increase.

Findings and Analysis

- Only the year of funding is changing.
- No cost changes.
- No Federal funding to Non-Federal funding source change is occurring.
- Cost change is less than 25%
- Staff recommends approval of administrative modifications.

Support Materials:

- NDDOT notification.
- MPO FY2023 administrative modification.

RE: GFEGFMPO Project Revisions thru 1/20

From: Zacher, Wayne A. (wzacher@nd.gov)
To: teri.kouba@theforksmmpo.org
Cc: stephanie.halford@theforksmmpo.org
Date: Wednesday, January 25, 2023 at 02:03 PM CST

Teri,

It appears the latest construction and Construction engineering cost estimate is \$12,175,526, which is approximately the PS&E (90% complete) plans. The funds should be split 50/50 between NHU (Bridge Program) and ND (Urban Regional Secondary Roads).

I am not sure where the \$17,600,000 came from though.

Wayne Zacher

MPO Coordinator/Transportation Engineer

701.328.4828 • wzacher@nd.gov

From: Teri Kouba <teri.kouba@theforksmmpo.org>
Sent: Wednesday, January 25, 2023 10:48 AM
To: Zacher, Wayne A. <wzacher@nd.gov>
Cc: Stephanie Halford <stephanie.halford@theforksmmpo.org>
Subject: Re: GFEGFMPO Project Revisions thru 1/20

***** CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe. *****

Wayne,

For project 22167, what was the funding sources? How much federal funding is coming from each source? Is the total cost of the project \$17,600,000? We have the sources as Urban Regional Secondary Roads & Bridge Program and the total cost of the project being \$11,150,000.

Thank you,
Teri Kouba
Senior Planner

GF-EGF MPO

Cell: 701-610-6582

MPO Office: 701-746-2660

www.theforksmmpo.org

On Tuesday, January 24, 2023 at 07:16:04 AM CST, Zacher, Wayne A. <wzacher@nd.gov> wrote:

Teri,

Here are the project revisions within GFEGFMPO MPA from last week:

PCN: 22167 – Appears to have only added a funding source, may be able to complete with administrative modification.

PROJECT ID: NHU-NH-6-081(098)943

DESCRIPTION: WASHINGTON ST-5TH AVE S TO 1ST AVE N

TYPE OF WORK: STRUCT/INCLD,AGGR BASE,PCC PAVE

CURB & GUTTER,STORM SEWER

IMPROVEMENTS: RECONSTRUCTION,STRUCTURES

LENGTH: 0.1240
 TOTAL ESTIMATED COST: \$17,600,000.00
 BID OPENING DATE: 05/12/2023 09:30AM
 PROJECT COMPLETE DATE: 03/17/2023
 MILESTONE ACTIVITIES: YES
 FHWA INTERACTION: FHWA LIMITED TO ENVIRONMENTAL AND AUTHORIZATION
 FUNDING TYPE: REGULAR BID OPENING

CHANGE:
 PREV PROJECT ID: NHU-6-081(098)943
 DUAL FUNDED

PCN: 23912 – Appears this TA project has been placed in a bid opening. No changes required as long as it is currently in FY 2024.
 PROJECT ID: TAU-6-986(140)
 DESCRIPTION: S 48TH ST-32ND AVE S TO 17TH AVE S
 TYPE OF WORK: BIKEWAY/WALKWAY
 IMPROVEMENTS: MUNICIPAL
 LENGTH: 0.0000
 TOTAL ESTIMATED COST: N/A
 BID OPENING DATE: 02/09/2024 09:30AM
 PROJECT COMPLETE DATE: 12/08/2023
 MILESTONE ACTIVITIES: NO
 FHWA INTERACTION: FHWA LIMITED TO ENVIRONMENTAL AND AUTHORIZATION
 FUNDING TYPE: REGULAR BID OPENING

CHANGE:
 PREV BID OPENING DATE: 01/01/2024 09:30AM
 PREV PROJECT COMPLETE DATE: 01/01/2024
 MOVE PROJECT TO BID OPENING

[Wayne A. Zacher, P.E.](#)

MPO Coordinator/Transportation Engineer

Local Government Division

701.328.4828 • wzacher@nd.gov • dot.nd.gov



608 E. Boulevard Ave. • Bismarck, ND

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE				
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026		
		CONSTR.		FUNDING SOURCE				TOTAL							
Grand Forks #119003 PCN 23232	Grand Forks	Varies	Urban Roads system citywide signal rehab												
	Grand Forks	Varies								0.00					
	ITS Rehab	Discretionary								0.00					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0.00					
			3,335,000	2,360,000			975,000		CONSTR.	3,335,000					
			Urban Roads Program					TOTAL	3,335,000						
Grand Forks #119004 PCN 22167	Grand Forks	N Washington	Roadway Reconstruction & Structure Rehabilitation	REMARKS: STIP shows as two separate projects. Approximately 50% funding through Regional Urban and othe 50% funding through Bridge Program											
	NDDOT	Principle Arterial								0					
	Bridge Reconstruct	Discretionary								0					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0					
			12,175,526	9,740,420	1,217,553		1,217,553		CONSTR.	12,175,526					
			Urban Regional Secondary Roads & Bridge Programs					TOTAL	12,175,526						
Grand Forks #122001 PCN 23015	Grand Forks	Varies	Deck overly and other repairs on various bridges on US-2, US-81, and I-29.	REMARKS:											
	NDDOT	Varies								0.00					
	Bridges	Discretionary								0.00					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0.00					
			3,426,000	2,740,800	685,200				CONSTR.	3,426,000					
			Bridge					TOTAL	3,426,000						

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026	
										CONSTR.				
FUNDING SOURCE									TOTAL					
Grand Forks #122011	Grand Forks Dis	Various	Var HWYS- Grand Forks District Pavement Mark	REMARKS:										
PCN 23797	NDDOT	Various	Note: This is a District wide project, but there are a few locations that are within the MPO planning boundaries	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0				
	Safety	Discretionary		1,500,000.00	1,350,000.00	150,000.00			CONSTR.	1,500,000				
				90/10 (Federal/State)					TOTAL	1,500,000				
Grand Forks #121003	Grand Forks	32nd Ave S	The NDDOT will do a pavement preservation project between I-29 and S Washington St. Pavement preservation to be CPR, grinding and microseal	REMARKS: This project was pending funding in 2025 and was moved to be funded in 2023										
PCN 23349	NDDOT	Principal Arterial		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0				
	Rehabilitation	Discretionary		3,356,000	2,684,800	335,600		335,600	CONSTR.	3,356,000				
				Urban Regional Secondary Roads Program					TOTAL	3,356,000				
Grand Forks #				REMARKS:										
PCN				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026	
										CONSTR.				
FUNDING SOURCE									TOTAL					
Grand Forks #121003 PCN 23349	Grand Forks	32nd Ave S	The NDDOT will do a pavement preservation project between I-29 and S Washington St. Pavement preservation to be CPR, grinding and microseal	REMARKS:- This project is pending funding in 2025 and if not will be funded in 2026										
	NDDOT	Principal Arterial											0.00	
													0.00	
													0.00	
	Rehabilitation	Discretionary												0.00
				3,356,000	2,684,800	335,600		335,600				3,356,000		
Urban Regional Secondary Roads Program									TOTAL			3,356,000		
Grand Forks #121004 PCN	Grand Forks	N Columbia Rd	Reconstruct between University Ave and 8th Ave N	REMARKS:										
	Grand Forks	Principle Arterial											0.00	
													0.00	
													0.00	
	Reconstruction	Discretionary												0.00
				7,302,000	5,167,000			2,135,000				7,302,000		
Urban Roads Local Program									TOTAL			7,302,000		
Grand Forks #121005 PCN	Grand Forks	US 2	Expantion Joint Modification on the Sorlie Bridge	REMARKS:										
	NDDOT	Principal Arterial											0.00	
													0.00	
													0.00	
	Rehabilitation	Discretionary												0.00
				27,040	21,883	5,157						27,040		
National Highway System- State Project									TOTAL			27,040		



MPO Staff Report
Technical Advisory Committee:
February 8, 2023
MPO Executive Board:
February 15, 2023

RECOMMENDED ACTION: Announcement of the North Dakota Department of Transportation Urban Grant Program FY2025-2026.

TAC RECOMMENDED ACTION:

Matter of solicitation of the North Dakota Department of Transportation Urban Grant Program FY2025-2026.

Background:

The intent of the program is to provide a funding mechanism focused on reinvesting and fortifying a community's existing transportation assets which maximizes the public return on investment. The program focuses on transportation investments inward toward the established community rather than outward expansion. The objectives of the program:

- Preserve existing transportation assets.
- Ensure safety of all users of the transportation system
- Improve multimodal transportation options such as walking, bicycling, and public transportation.
- Enhance the economic vitality of the area by providing transportation assets that support:
 - Revitalization efforts
 - Development of vacant or underutilized parcels within existing urban areas; and/or
 - Redevelopment of established portions of the community
- Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services.

Further details at <https://www.dot.nd.gov/divisions/localgov/ugp.htm>

Findings and Analysis

- Staff have received an application from the City of Grand Forks. The MPO staff believe the city has met the program requirements and think their project includes several elements which align with the Urban Grant Program.

Support Materials:

- Solicitation Letter
- City of Grand Forks Staff Report and supporting materials.

January 17, 2023

Bismarck-Mandan MPO
FM Metro COG
Grand Forks-East Grand Forks MPO
City Engineers in Urban Areas

URBAN GRANT PROGRAM SOLICITATION – FEDERAL FISCAL YEARS 2025-2026

The North Dakota Department of Transportation (NDDOT) is accepting applications for Urban Grant Program (UGP) projects for federal fiscal years 2025 and 2026. This program focuses transportation improvements to the core business districts within urban areas and promotes multimodal forms of transportation. Solicitation information has recently been updated. *To obtain an application and review submittal requirements, please visit the NDDOT website at <https://www.dot.nd.gov/divisions/localgov/ugp.htm>*

UGP applications must be submitted to NDDOT, Local Government Division, by noon on March 17, 2023. It is preferred that applications be submitted via email to smhanson@nd.gov.

Thank you for your continuing efforts to improve transportation infrastructure in North Dakota. If you have questions, please feel free to give me a call at 701-328-4469.

With gratitude,



Stacey M. Hanson, P.E.
Assistant Local Government Engineer

38/smh
c: District Engineers



City of Grand Forks
Staff Report
Committee of the Whole – November 14, 2022
City Council – November 21, 2022

APPROVED & ACCEPTED
by City Council

11/21/2022

Maureen Storstad
Maureen Storstad
City Auditor

Agenda Item: Federal Funding Request – Urban Grant Program

Submitted by: Engineering Department, David J. Kuharenko, PE (Assistant City Engineer)
Christian Danielson (Principal Civil Engineer)

Staff Recommended Action: Approve the Urban Grant Program project funding request and direct staff to submit the approved project to the Grand Forks – East Grand Forks Metropolitan Planning Organization for submission to the North Dakota Department of Transportation

Committee Recommended Action: Motion by Weber, second by Osowski. Motion carried unanimously.

Council Action:

Motion by Sande, second by Weber to approve on consent agenda. Motion carried unanimously.

BACKGROUND:

This program provides Federal grant funding from the Federal Highway Administration (FHWA) and administered through the North Dakota Department of Transportation (NDDOT). Roadways eligible for funding under the Urban Grant Program include classified streets within the city and located within the designated focus area. To be considered for Federal funding these projects must be vetted and approved by City Council and forwarded onto the Grand Forks/East Grand Forks Metropolitan Planning Organization (MPO) for consideration. At the time this staff report was written, staff has not yet received the solicitation from the NDDOT for this program.

The Urban Grant Program is a program dedicated towards revitalizing efforts with emphasis on the downtown area. The UGP is a competitive funding program, meaning that a selection committee reviews the applications, compares the projects, and ranks them. The projects are then allocated funding until there is no funding remaining. This typically results in one project not receiving the full amount requested. For fiscal years 2022 and 2023 approximately \$9 million were allocated towards UGP projects. A total of nine projects were submitted, of which seven received either full or partial funding, including the N 4th St reconstruction project constructed in 2022. Staff currently do not know how much funding was allocated for fiscal year 2024, or how many projects were awarded funding. The project submitted for the intersection improvements at Belmont Rd and S 5th St was selected for funding.

After considering possible projects for funding under this program, staff recommends submitting the following project:

- 2025 – Reconstruction of N 4th St (1st Ave N to 2nd Ave N) - \$2,805,000

N 4th St (1st Ave N to 2nd Ave N) Reconstruction: This project includes a number of elements which align with the Urban Grant Program. These include: the project location within the designated downtown focus area, pedestrian bump-outs, ornamental street lighting and visual amenities to match the other downtown reconstruction projects. This project is also adjacent to the Grand Forks Renaissance Zone to further encourage redevelopment of the downtown area.

ANALYSIS AND FINDINGS OF FACT:

- The proposed projects presented by staff are believed to meet the program requirements.
- Council approval is required prior to submittal to the MPO. Thereafter it will go before the MPO Technical Advisory Committee, and MPO Executive Board meeting, and then be forwarded to the NDDOT.
- The 2022 City Budget six-year capital improvement plan shows city funding allocated in 2025 and 2027 for UGP projects. If funding is awarded, the six-year CIP will need to be adjusted.
- It is assumed that if an Urban Grant Program project is awarded, the project will likely be designed and inspected by an outside consultant.
- On the basis of the attached project listing, the anticipated City cost for the projects proposed to be funded under the Urban Grant Program is approximately \$890,000 between 2023 and 2025.
- City costs for projects to be funded by the Urban Grant Program will be from the Street/Infrastructure Fund 4815.

SUPPORT MATERIALS:

- 2023-2025 Urban Grant Program Federal Funding Program List (1 page)
- Project Location Map (1 page)
- Urban Grant Program Focus Area Map (1 page)

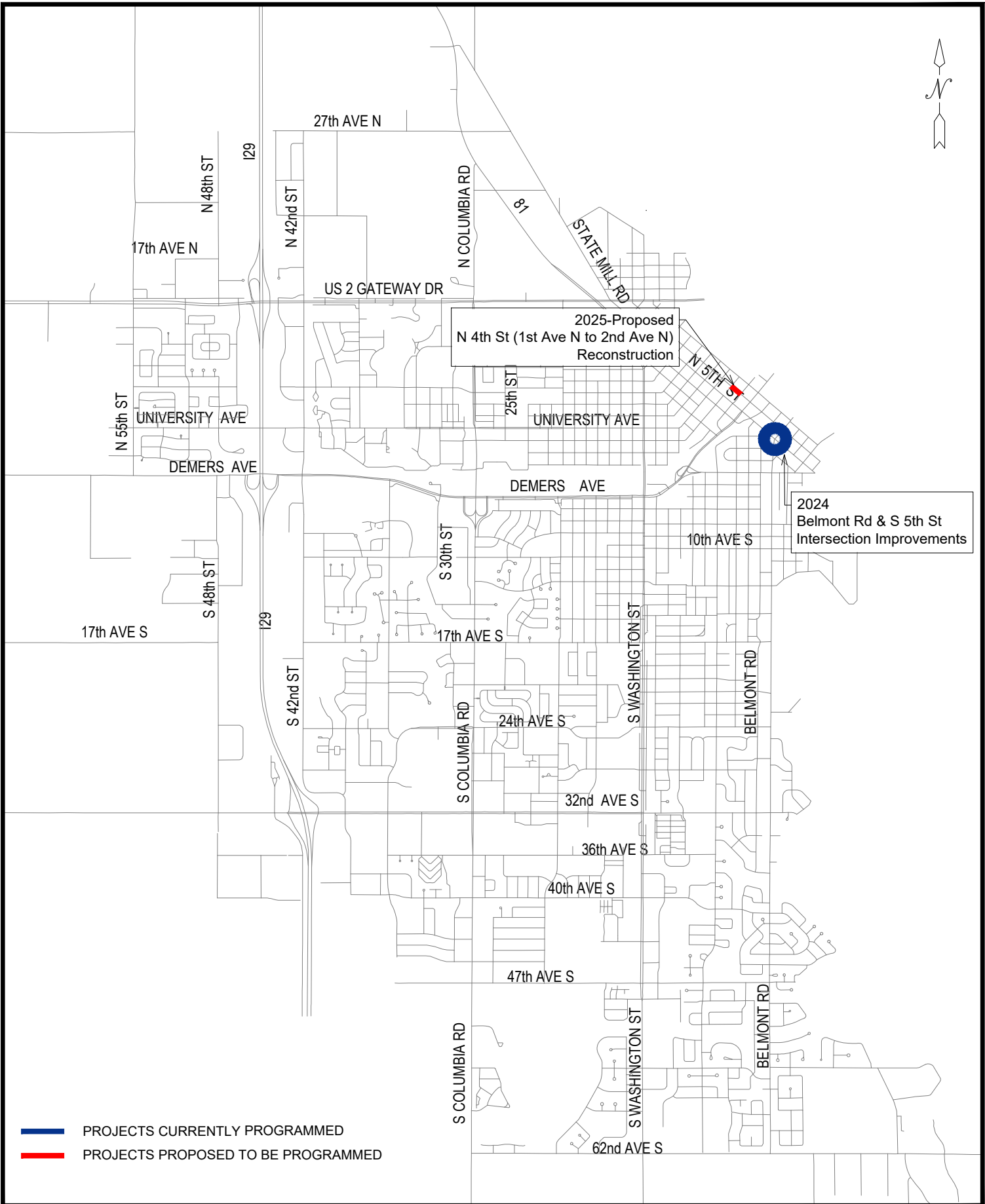
URBAN GRANT PROGRAM REQUESTS
CITY PROJECT SUMMARY 2023-2025
GRAND FORKS NORTH DAKOTA
SUBMITTED IN 2022

DATE: 11/10/2022

Allen Grasser
701.746.2640

FISCAL YEAR	FUNCTIONAL CLASSIFICATION	TYPE OF WORK	PROJECT LOCATION	TOTAL FEDERAL, STATE AND CITY MATCH	FEDERAL SHARE	STATE SHARE	CITY MATCH	CITY OTHER		TOTAL CITY COST	TOTAL PROJECT COST
								R/W	MISC		
2023	-	-	No Project for 2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2024	Minor Arterial	Reconstruct	Belmont Rd & Division Ave (Intersection Improvements)	\$1,640,600	\$1,312,480	\$0	\$328,120	\$0	\$0	\$328,120	\$1,640,600
2025	Minor Arterial	Reconstruct	N 4th St (Reconstruction) 1st Ave N to Demers Ave	\$2,805,000	\$2,244,000	\$0	\$561,000	\$0	\$0	\$561,000	\$2,805,000
			2023-2025	\$4,445,600	\$3,556,480	\$0	\$889,120	\$0	\$0	\$889,120	\$4,445,600

Estimated construction costs have been inflated to the year of construction
15-18% had been added for Design Engineering
15-18% has been added for Construction Engineering



- █ PROJECTS CURRENTLY PROGRAMMED
- █ PROJECTS PROPOSED TO BE PROGRAMMED

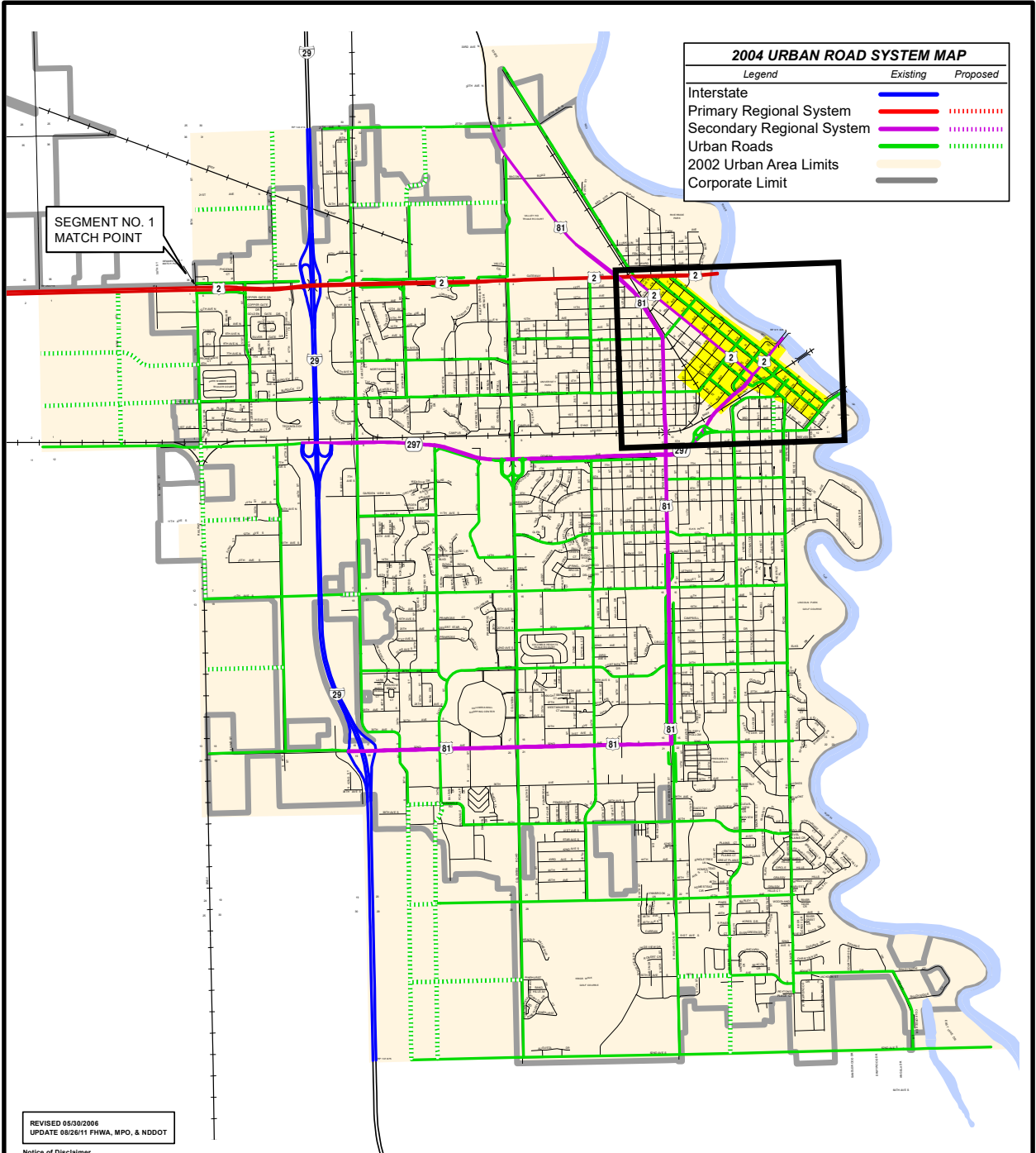


CITY OF
GRAND FORKS
 ENGINEERING
 DEPARTMENT

Urban Grant Program Request
 City Project Summary 2023-2025
 Grand Forks North Dakota
 Submitted in 2022

DATE 11/8/2022
SCALE NTS

CITY PROJECT 8540
PAGE 1 of 1

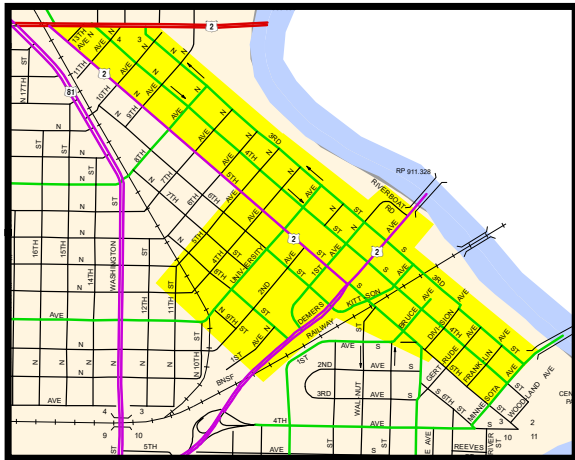


2004 URBAN ROAD SYSTEM MAP	
Legend	Existing Proposed
Interstate	
Primary Regional System	
Secondary Regional System	
Urban Roads	
2002 Urban Area Limits	
Corporate Limit	

REVISED 05/30/2006
 UPDATE 08/26/11 FHWA, MPO, & NDDOT

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PROGRAM FOCUS AREA



2004
 URBAN ROADS SYSTEM
 2010 POPULATION 52,838
GRAND FORKS
 GRAND FORKS COUNTY
 NORTH DAKOTA

PREPARED BY
 NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PLANNING AND PROGRAMMING DIVISION
 IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION



MPO Unified Planning Work Program 2023-2024

Task	Update	% Completed	Local Adoption	State/ Federal Approval
Bike & Pedestrian Plan Update	The Bike and Ped committee is reviewing the final draft	87%	Apr. 2023	May 2023
Street & Highway Plan / MTP	East Grand Forks Industrial Park discussion	39%	Dec. 2023	Jan. 2024
Aerial Imagery	RFQ Released in January		N/A	N/A
ATAC - Planning Support Program	On-going			
TIP Adoptions and Amendments	On-going			
ITS Architecture	2024 Project			
ATAC - Traffic Counting Program	On-going			
Land Use Plan	On-going/As needed			
Future Bridge Discussions/Assistance	On-going/As needed			
Updating Policy and Procedures/By-Laws	2023/2024 Project			
Micro Transit Study	2024 Project			
Grand Valley Study	2023 Project			
Safe Streets For All (SS4A) Grant	TBD			
Smart Grant	TBD			