

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, March 13th, 2019
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen Chairman, called the March 13th, 2019, meeting of the MPO Technical Advisory Committee to order at 1:36 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: David Kuharenko, Grand Forks Engineering; Stephanie Halford, Grand Forks Planning; Brad Bail, East Grand Forks Consulting - Engineer; Dale Bergman, Cities Area Transit; Ryan Riesinger, Airport Authority; and Michael Johnson, NDDOT-Local Government (Via Phone).

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

Guest(s): Jim Mertz, Bolton And Menk and Paul McCullough, Cities Area Transit.

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

DETERMINATION OF A QUORUM

Haugen declared a quorum was not present.

MATTER OF APPROVAL OF THE FEBRUARY 13TH, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

As there was not a quorum present, action could not be taken on the February 13th, 2019 minutes.

MATTER OF 2019 BIKE MAP UPDATE

Viafara reported that included in the packet was the staff report and a copy of the Draft 2019 Bike Map. He commented that the design, printing and distribution of the 2019 Bike Map is one of the objectives of the 2045 Bicycle and Pedestrian Element we recently adopted. He added that it is supported by a number of goals, objectives and standards; as discussed in the staff report.

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Viafara pointed out that there are number of panels are also included as part of the map. He said that the purpose of these panels is to improve all the information and safety for the bikeway users. He referred to the panels and went over them briefly.

Viafara then went over some of the updated information on the map; explaining that the purpose is to showcase all of the new facilities that Engineering has been building. He stated that they did miss one small segment, but added that in reality five new segments were included on the map. He pointed out where all of these new segments were located.

Viafara stated that this map is expected to be available by March 22nd for distribution at the Grand Forks Home Show.

Information only.

MATTER OF PROPOSED CAT ROUTE CHANGES

Kouba reported that after CAT introduced the new routes in July of 2018, they have been working on getting them up and running. She stated that they have been getting feedback from both riders and drivers on how they feel the new routes are working, and a report was released at the end of January 2019.

Kouba referred to the staff report and commented that some of the bigger changes were to move some of the on-time performance from one route to another, and so it kind of snowballed into being able to meet up and meet transfers in a timely fashion, and things of that nature. She added that there were requests for areas not being served to be served, so they put together some new ideas and are bringing forward some new routes. She said that they did evaluate how well those routes that were implemented were doing; especially with the new peak periods that were being provided; and they found out that they weren't doing quite as well as they thought they would. She went over some of the route changes briefly.

Kouba stated that this is a budget neutral change, and meetings are scheduled for March 19 in the Grand Forks City Hall Council Chambers and then on March 21st in the East Grand Forks City Hall in the Training Conference Room.

Kouba said that they are taking comments until March 29; and are looking at an implementation date of June 3rd.

Information only.

MATTER OF MN 220 NORTH STUDY UPDATE

Viafara reported that on February 19th they held the third Steering Committee meeting. He said that it entailed a presentation and a discussion by the committee of proposed alternatives as outlined in Tech Memo #4, which is available on the MPO website. He gave a brief synopsis of the discussion that was held at the Steering Committee meeting.

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Viafara referred to the staff report and pointed out that it shows that the four primary objectives of the study are: 1) improve access control; 2) improve safety; 3) improve mobility/capacity; and 4) improve pedestrian crossings on Mn220 North.

Viafara said that with this in mind, a number of objectives were proposed. He went over them briefly: 1) access/traffic control device considerations, such as traffic signals, whether to build a round-a-bout or whether to bring access management and geometric analysis to improve the corridor; 2) access management, basically the idea is to prohibit some through crossings at some of the intersections, or to restrict some left turning movements; and the overall idea is to improve safety on the corridor; 3) traffic signals, there are a number of treatments on this because there is a need to upgrade some of them to today's standards, or there is a need to install a new signal systems, and also there is a need to have some intersections have some level of stop control elements; 4) traffic improvements that deal with the possibility to improve access, disability, exposure of pedestrians when they are crossing, and wellness in terms of safety.

Viafara referred to Tech Memo #4 and commented that if you look at this memo you will see that for each intersection an alternative development was performed and they are listed here by intersection. He added that this information gives us the pros and cons for each intersection, and the overall benefits, including cost/benefits.

Haugen commented that one of the significant things that is coming out of this study is that in prior plans the City and the MPO have had discussions of carrying the four lane or five lane section up to 23rd. He stated that we have unique lane drop in the right turn lane and the transition that add some confusion and where the right turn lanes ends and where the second lane starts we had some confusion. He added that as part of the study we are finding out, from a capacity point of view that really the four lanes, even south at 20th, are not needed, from a capacity to traffic flow point of view, so we would be looking at ways to maybe do a road diet from 17th Street North along the corridor, which makes it easier to implement some of the round-a-bout concepts, instead of reducing the two-by ones or two through lane roundabouts, with one for the cross street, making them simple one lane round-a-bout at 17th.

Information only.

MATTER OF GRAND FORKS DOWNTOWN PARKING STUDY UPDATE

Haugen reported that previously we shared what the analysis of the existing parking situation downtown is. This is looking at two different things. He said that the first thing is looking at the fact that there are a lot of development/redevelopment proposals or concepts, some are active in construction, some are active in design, some are concepts in people's minds, so one of things that we asked the consultants to do was to look at our parking supply and see how much more we need, or if we have enough, or do we need to add parking.

Haugen commented that one of the concepts that we are working with the committee on is shifting from having one stall committed to one car for twenty-four hours a day; we would instead, for certain uses, use that parking stall at different times of the day, and so instead of now

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finding out from occupancy that we have roughly 50% vacant spaces that we look at the parking using more of a time of day scenario, whereby some of the stalls would be used overnight but not during the day, and some would be used during the day and not overnight, so a time of day profile is being introduced, and from that they looked at these six different development proposals; the first five are ones that are either actively being done or have been conceptualized in drawings and presented.

Haugen commented that they have also included a pretty significant “what if” scenario; and that is on the Century Link building block, so they made a major development, suggested in there just to do a “what if” scenario of the parking that would be added.

Haugen stated that for these developments in which the concepts are a little bit more defined; they show on-site parking as part of their development, so they included that on-site parking, but for some of the other developments they are assuming that parking is being provided by the municipal system, or is paying into the assessment instead of provided their own parking.

Haugen said that the other scenarios they are looking at is whether increased biking/walking has a big impact on the parking demand; does the introduction of automated vehicle or connected vehicles have a big impact on the parking demand; so in short they are looking at that we have enough parking downtown, and they are using the Downtown Action Plan concepts of the ten year type time frame to come up with these ten year scenario impacts, and they are finding that there is sufficient parking available even with the developments that are proposed and with the high density development that there is still plenty of parking available. He added that they are finding that some of these alternative transportation modes and autonomous vehicles will have some impact, but it isn't a very significant impact; the parking demand is lessened a little bit, but not a lot, but in the end there is still plenty of parking spaces available.

Haugen reported that the next thing they will be looking at is what alternatives, or what changes to how parking is currently being managed; and the ordinance, besides the way we change how the ordinance reads with the time of day parking, there seems to be a consensus that a marketing campaign needs to be developed and worked on to get past the perception that there is limited parking, so they are working on some suggestions for that.

Haugen commented that some questions they are asking, because utilization shows there is a lot of parking available, currently there is no ability or desire to tell any individual development/redevelopment that they should not be providing so much parking; so in instances we have uses that have been built that go beyond what the assessment would have required them to do and therefore we are just adding more available parking to a parking supply that has a lot of occupancy that is not being utilized.

Haugen stated that there has also been discussions on what is the best use of space downtown, is it parking lots or is it development.

Haugen commented that since we aren't seeing a lot of real significant impact on the parking side of things; some of these other improvements are mostly geared towards a lot of the

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Downtown Action Plan concepts, just to help make the parking study be in-sync with them; alleyways, lighting, and so on. He added that event management includes trying to work with some of the available transit services, or add some of the transit services to help out.

Haugen said that they are seeing that people know that there is a lack of enforcement of parking downtown, they are willing to take the risk of getting a ticket that they typically won't get, so we are working and trying to increase the enforcement and are looking into the possibility of a graduated parking fine, but part of the problem with that is that is very inexpensive to get a parking ticket, but it would cost you more if you get two tickets, even more if you get three, and so on. He added that there has also been discussion on instead of enforcing the whole area, just focusing enforcement on just the real hot spots, and making sure they get enforced on a more regular basis. He said that right now the enforcement is low on the priority list. Halford asked who sets the amount a ticket can be, is it the State or is it the City. Haugen responded that they are working on getting that clarified. He added that the City of Fargo currently has a graduated parking structure; and the court case that struck down speeding tickets caused a lot of cities to change their fine system, Fargo did not change their parking fine system. Kuharenko asked about the amount of violations that we have been getting; he saw in the existing conditions report that it looks like on average 24.1%, so are the majority of those on-street or are those in parking structures. Haugen responded that it is mostly on-street.

Grasser asked if Mr. Haugen could explain the Century Link concept, he isn't familiar with what that would be. Haugen responded that it is Lot #3. He explained that it is building a five-story sidewalk to sidewalk full development with mixed use, so it is not something that anybody has sent to us or the consultants; it is just an idea of what we could put in the spot; it is us saying "what if we had a real big project come in, how does it impact our parking" There is in the Downtown Action Plan some buzz about that Century Building and whether it has a use anymore or not. Grasser said, then, that it would be a fairly high traffic generator then. Haugen responded that it would. Kuharenko stated that even though it is a very high intensity development they are still showing a level of service B. Haugen explained that that is a parking level of service, not a traffic level of service.

Haugen stated that the idea behind this is that even with the known developments we saw that there was a lot of parking availability from the occupancy rate study they did; so how much could we build and still have enough parking before we have to start worrying about parking.

Kuharenko referred to the slides and pointed out that the ten-year scenario impact slide shows that that block has a level of service B; but on the following one with walking, biking and transit trips increasing by 2% each year, it shows a level of service C for parking for that same block; that doesn't make sense to him. Haugen responded that he knows there is a reason for that, but he can't remember exactly what it is, so he will look that up and get back to him.

Haugen reported that because of the infrastructure investment, on the County Ramp in particular there are some maintenance issues that need to be addressed to make it a better ramp option for people. He added that they are also looking at how to change the management, allowing some of the ramp spaces; like the Central Ramp is virtually restricted to permitted parking only during

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most of the work day, and yet half of the spaces are empty; so try to get more use out of it by adding some clarification that some stalls are free like the County and Corporate ramps do.

Haugen said that they are trying to work with the Downtown Development Association on event management. He explained that, as an example, when the Alerus Center has major events there is an event plan that is used to help people get to and from an event; so it would be helpful to have an event plan in place for downtown events to inform people which routes to take, what available parking should be first sought, etc. He reported that in terms of the marketing side of things, on the study itself the documents that are available on the website; there are other things about the autonomous vehicles, transit, and other things, but since they didn't have a huge impact in the short-term, they aren't even allocated as something that should be done in the short-term.

Haugen stated that an open house is scheduled for March 21st at the Empire Art Theater downtown from 4:00 p.m. to 7:00 p.m. He added that the Downtown Development Association is offering a taco bar at the same time, so if nothing else come and have some tacos.

Information only.

MATTER OF PROGRESS ON 2020-2023 T.I.P.

Haugen reported that the Minnesota side is basically out; he isn't sure if the NWATP has formally published it yet, but the ATP did meet this month and finalized the Draft ATIP on the Minnesota side.

Haugen commented that some things to note on the Minnesota funding side; they saw a huge year of expenditure change occur, and that impacted the State projects, so the City Subtargets, County Subtargets, etc., weren't impacted this go-around, but as you can see they had a 17% where normally we are talking 4 or 5 percent, so that trickled throughout the rest of their outer-year projects.

Haugen stated that we also saw that they were over-programming or were over-aggressive in their programming, so they are scaling back, so there has been less revenue coming in to our ATP areas, so the basic message here is that so far it hasn't impacted the local agencies, nor has it really affected any of the projects programmed or scheduled or our MPO area.

Haugen reported that on the North Dakota side, so far North Dakota has only announced one award; that was for the Urban Grant or Main Street, and that is the reconstruction of North 3rd Street. He said that the rest of the programs are still under development.

Haugen stated that North Dakota DOT and the MPO just announced the next round of the 5339 solicitation. He said that applications are due to the MPO on April 1st, a really short turn-around time.

Haugen commented that not listed on here, but what should have been, is that you will be getting from him the Annual Listing of Obligation and a progress report request to fill out for the 2018

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Annual Listing of Obligations and a progress report for the 2019 current construction season projects.

Grasser asked if any other Urban Grant projects were awarded. Haugen responded that they did. He added that he doesn't know all of them but he does know that Bismarck received one. Grasser asked what the nature was of the ones that were awarded, were they reconstruction type activities and what did they involve. Haugen responded that he doesn't know, and asked if Mr. Johnson knew what projects were awarded and what they involved. Johnson responded that the ones that were notified were Grand Forks, Bismarck, and Williston. He added that they were still gathering some additional information for the committee on that potential awarding of another project.

Grasser asked what type of projects got awarded. Johnson responded that Bismarck was awarded funding for a concrete pavement repair, gutter repairs, sidewalk repairs, pavement marking, ornamental pedestrian lighting, street tree event taping and signage; Williston was awarded funding for installation of street trees, pedestrian lighting and plantings.

Discussion on application deadline issues/solutions ensued. Bergman questioned the deadline for the FTA 5339 as being much too tight. Haugen responded it came from NDDOT without much MPO input yet did state that he would send a reply requesting a later deadline. Haugen mentioned he would see if the other two MPOs would concur extending the deadline.

Information only.

OTHER BUSINESS

a. 2019 Annual Work Program Project Update

Haugen reported that the monthly progress report is included for your review. He pointed out that Mr. Viafara has added some new things that we haven't started work on yet, but he has identified what they are. Halford asked if that is what is left or are there still other things that possibly could be coming about. Haugen responded that these are pretty much everything that is identified in the work program.

Halford thanked Mr. Viafara for doing that, and asked if he could also act a column for the original completion date as well as the new completion date.

b. Acceptance Of 2045 MTP

Haugen reported that the 2045 MTP has been accepted, and we now have started the clock for the January 2024 update. He added that, as we discussed, we hope there is more revenue that will allow is to amend the MTP well before 2024.

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c. Draft ND Moves Plan Out For Review

Haugen reported that the Draft ND Moves plan is out for review on the NDDOT website. He explained that ND Moves is the plan for public transportation and bike/ped.

d. CAT/UND Merger Study Contract With SRF

Haugen reported that SRF was selected to work with the MPO on the CAT/UND Merger Study, so they are now under contract.

ADJOURNMENT

HAUGEN CLOSED THE MARCH 13TH, 2019 TECHNICAL ADVISORY COMMITTEE MEETING AT 2:21 P.M.

Respectfully submitted by,

Peggy McNelis,
Office Manager