



Record of Meeting

SRF No. 11648

Location: SRF Consulting Group – Great Plains Conference Room

Client: Fargo-Moorhead Metro COG

Date: 2/26/2020

Subject: SRC Meeting #7

Attendees: Michael Maddox (Metro COG), Cindy Gray (Metro Cog), Kristie Leshovsky (City of Moorhead), Jonathan Atkins (City of Moorhead), Mary Safgren (MnDOT), Tom Lundberg (MnDOT), Bryan Christensen (MnDOT), Bridget Miller (MnDOT), David Leonard (MSUM), Lori VanBeek (MATBUS), Leif Garnass (SRF), Chris Dahl (SRF), Todd Polum (SRF), Jake Nordic (SRF)

Purpose of Meeting:

Review and reconcile comments provided on draft study report, plan for final round of public engagement, and plan for completion of study. Meeting materials are attached.

Summary of Meeting:

1. Schedule Update
 - a. Updated study schedule was reviewed by the SRC. With many items still needing to be coordinated, the schedule is subject to change. Current schedule shows City Council update on 3/23, which would still allow it to take place before the Metro COG TTC meeting scheduled for 4/6. However, once all agencies agree to recommendations the final round of engagement needs to be scheduled, which needs to take place prior to the City Council update. **Action Item:** SRF to review schedule with Metro COG and determine if updates are needed following additional action items noted throughout this record of meeting.
 - b. MnDOT is planning to complete the environmental documentation (non-programmatic) for the 11th Street grade-separation in Spring 2020.
2. Coordination of Draft Study Report Comments
 - a. SRF led discussion on the revised outline and contents of the working copy of the draft report. Based on input, the outline was revised to better align the purpose and need, vision, concepts and evaluation, and recommendations within each focus area. Thus, the report will be revised to include the elements within a section for each focus area.
 - b. Discussion on General Comments:
 - i. The traffic forecasts developed for the study were discussed relative to the approved growth rate of 1% per year. Based on input from the SRC, this rate should be referred to

- as a “risk analysis” given the lack of historical traffic volume growth in the region. This means the forecasts are a “worst case” scenario relative to the evaluation of concepts. Concepts will be noted as “largest footprint” and will include discussion and figures on how concepts can be scaled-back if the “worst case” volumes are not realized.
- ii. MnDOT recommended that the forecasts published on the layout being developed for the 11th Street underpass environmental documentation be consistent with forecasts published for this study. The US 10/75 study assumed a future jurisdictional transfer of the common corridor from Center Avenue to Main Avenue (between 8th and 11th Streets), and the construction of the 11th Street underpass. Forecasts developed for the 11th Street underpass environmental documentation added the element of “dynamic routing” relative to train activity. MnDOT commented the existing volumes documented differ. **Action Item:** SRF agreed to review the volumes published as part of the environmental documentation, compare the volume shifts predicted, and report back the findings and next steps to the SRC.
 - iii. Discussion took place regarding the uncertainty in base data used (for both the corridor study and the underpass environmental work) relative to the current conversion of Main Avenue in Fargo to a 3-lane roadway (one lane in each direction with center left-turns) and other ongoing construction projects. It is expected that the Fall of 2021 or Spring of 2022 is when traffic will “stabilize” and therefore, new data will need to be collected to validate “uncertainties” relative to study recommendations. **Action Item:** SRF to develop language in study report relative to this uncertainty noting the goals of the community relative to economic development and improved walkability/bikeability and the need for an update to the traffic work in the future once volumes stabilize.
 - iv. Reduced lane widths (i.e., 11-foot lanes instead of 12-foot lanes) were recommended in the draft study report. The SRC is in support of the narrower lanes (per MnDOT’s Performance Based Practical Design guidance) in the downtown focus area and where right of way is limited. In other locations, the amount of truck traffic and need for snow maintenance/storage needs to be considered when recommending 11- vs. 12-foot lanes.
 - v. Revised recommendations for pedestrian/bicycle improvements for the US 75 South focus area (i.e., 8th Street) were presented and discussed. Marked crossings will only be recommended at signalized crossings and at the proposed pedestrian safety island on the north leg of the 8th Street/2nd Avenue intersection. The City’s preference is to not include marked crossings where there are multi lane undivided roadways because of the multiple-threat concerns and perceived expectation of the marked crossing being “safe”. A multiple-threat crash involves a driver stopping in one lane of a multi lane road and another vehicle in the same direction doesn’t stop and hits the pedestrian who is crossing in front of the stopped vehicle. The SRC concurred with the revised recommendations. **Action Item:** SRF to develop response to MnDOT’s Pedestrian/Bicycle Unit and add justification for recommendations into the revised study report.
- c. Downtown Focus Area Alternatives:
- i. Discussion took place regarding the recommendation to consider a 3-lane roadway on Main Avenue west of 8th Street instead of reconstructing the corridor as its existing 5-lane configuration. The Metro COG, the City of Moorhead, and Downtown Moorhead, Inc. strongly desire a 3-lane roadway to address the vision of the downtown area to

- improve its walkability/bikeability and long-term economic vitality. As previously discussed, current traffic data has “uncertainties” due to the construction on Main Avenue in Fargo and other ongoing construction projects in Moorhead. The SRC agreed that both a 3-lane and 5-lane concept will be carried forward in the report to allow for “flexibility” in the future as more is learned regarding traffic levels.
- ii. City of Moorhead provided public input from the recent engagement conducted by Downtown Moorhead, Inc. as part of their downtown master plan effort. Input provided supports this study’s efforts to improvement the environment for pedestrians.
- d. US 10 East Focus Area Alternatives
- i. Discussion took place regarding the four options being proposed for maintaining a commercial vehicle inspection site in this focus area. MnDOT commented their desire (on behalf of state patrol) to maintain an area for inspection. Metro COG commented that if there is an additional option where the site is moved away from the “urban” environment that it would be desirable. It was discussed to include an option moving the site east of Dilworth where there would still be the ability to capture trucks that bypass the weigh station via Hwy 336. MnDOT noted they would inquire about the need to accommodate a site in both directions. Further, MnDOT noted that enough space and level terrain is needed for the WIM equipment. **Action Item:** MnDOT to meet with state patrol to discuss the additional option and provide SRF with geometric requirements for a future site. Report likely will not have a “final” recommendation but acknowledge the options that exist for maintaining an inspection site.
 - ii. SRC concurred with the revised recommendation to install Green-T instead of multi lane roundabout at the US 10/75 intersection.
 - iii. Discussion took place regarding the pedestrian/bicycle accommodations. It was discussed there are challenges with a grade-separated crossing near the 21st Street/1st Avenue intersection so the report should just keep the location more “general”. Further, the report should consider recommending moving the proposed trail on the south side of the highway to south of the drainage facility. This has implications to transit.
- e. US 75 South Focus Area Alternatives
- i. Discussion took place, as noted above, regarding pedestrian accommodations throughout this focus area. The SRC concurred on the revised recommendations.
- f. Impacts to MATBUS transit service still needs to be reviewed. This has been on hold due to the uncertainty with the study recommendations. **Action Item:** SRF and Metro COG to coordinate a meeting with MATBUS to discuss transit issues/needs.
3. Public & Stakeholder Engagement
- a. Round 3 engagement was discussed. The current plan is to conduct a public open house to “inform” the public regarding the study recommendations; comments and input will be documented, though. Dates are TBD pending revisions to draft report. **Action Item:** SRF to review current approach and recommend any modifications.

- b. Need to determine best way to advertise event to maximize exposure. **Action Item:** SRF to develop a plan to advertise the open house, including using preexisting email lists. SRF to confirm the required “notice” lead time documented in Metro COG’s engagement plan.

Actions Needed:

| Actions Needed | Responsibility | Status |
|---|-----------------------|---------------|
| Review schedule and update schedule. | SRF/Metro COG | In progress |
| Review 11th Street underpass volumes and report back to SRC. | SRF | In progress |
| Develop language regarding 3- vs. 5 lane roadways on Main Avenue. | SRF | In progress |
| Develop responses to MnDOT’s Ped/Bike Unit recommendations. | SRF | In progress |
| Meet with state patrol to discuss inspection site. | MnDOT | Completed |
| Coordinate meeting with MATBUS. | SRF/Metro COG | In progress |