

Record of Meeting

SRF No. 11648

Location: SRF Consulting Group – Great Plains Conference Room

Client: Fargo-Moorhead Metro COG

Date: 3/7/2019

Subject: SRC Meeting #3

Attendees: Michael Maddox (Metro COG), Kristie Leshovsky (City of Moorhead), Jonathan Atkins (City of Moorhead), Justin Knopf (MnDOT), Mary Safgren (MnDOT), Derrick LaPoint (Downtown Moorhead Inc.), David Leonard (MSUM), Leif Garnass (SRF), Emily Gross (SRF)

Purpose of Meeting:

Update the SRC on the progress, provide a recap of Round 1 of public engagement events, discuss year 2045 no build conditions, and identify preliminary alternatives.

Summary of Meeting:

1. Schedule Update
 - a. Jon Atkins and Justin Knopf updated the SRF on the status of the Downtown Grade Separation Study. The study will be performing a detailed traffic study for the intersections between the River and 14th Street along 1st Avenue, Center Avenue, and Main Avenue. The KLJ team plans to collect new traffic count data this spring and test traffic pattern/volume impacts to the Downtown network with a grade separated crossing using a VISSIM dynamic assignment model. The analysis for the 11th Street Grade Separation alternative is expected to be completed by the end of June. Additional analysis will be conducted to identify alternative improvements (roadway capacity, intersection capacity, traffic control, etc.) to the study area, which is anticipated to be completed end of July. It was unknown if any one-way to two-way conversion testing would be included in the Grade Separation Study. SRF will coordinate with the KLJ team to provide consistency in the documents.
 - b. The group discussed if we should hold the US 10/75 alternative analysis for the Downtown Focus Area until after the alternatives from the Downtown Grade Separation Study were completed in July, since the Grade Separation Study will be a more detailed analysis of the area than the US 10/75 Corridor Study. The group decided that since the US 10/75 Corridor Study is a planning study that will identify a vision/framework, the US 10/75 Corridor Study could continue to move forward with developing alternatives for the Downtown Focus Area.

- c. Tentative schedule moving forward includes developing and evaluating alternatives in April/May, with anticipated engagement in May/June.
 - d. **Action Item:** Leif to send out a revised schedule after the meeting.
2. Public & Stakeholder Engagement
- a. Leif provided an overview of the feedback received during Round 1 of engagement as of 3/7/2019 (see attached), a formal summary will follow the completion of engagement:
 - i. 94 on-line surveys completed
 - ii. 37 people attended the Public Meeting
 - iii. 3 non-SRC members attended the Downtown Focus Group
 - iv. 1 non-SRC member attended US 10 East Focus Group Meeting
 - v. 2 non-SRC members attended the US 75 South Focus Group Meeting
 - b. **Action Item:** In the Downtown Focus Area 6 of the 9 intersections, walking and biking was ranked as higher priority than vehicles. Justin asked Leif to provide the 6 intersections.
 - c. **Action Item:** Update findings on the completion of Round 1 engagement and develop summary.
 - d. The group discussed ways to increase participation for Round 2. The group noted that once alternatives were developed, it would be easier to engage people and get feedback. In summary, we should continue on-line engagement but also consider pop-up events at breweries/restaurants/businesses along the corridor, the skyway along 12th Avenue, and events in Moorhead such as Streets Alive, Red River Market, Concordia, etc. Also, SRF will plan to present at the Moorhead Business Association breakfast or lunch (the breakfast is every Wednesday morning and the lunch is the last Wednesday of the month).
 - e. **Action Item:** Update engagement plan based on Round 1 lessons-learned.
3. Future No Build Conditions
- a. Emily provided a summary of the historical traffic volume and the estimated growth rates to the study area based on the Travel Demand Model analysis with the updated TAZs in Downtown. An annual growth rate of 1% is planned to be used for the analysis; however, based on historical traffic volume trends an annual growth rate of 0.5% will also be used as a sensitivity check for any capacity improvements identified.
 - b. Emily also discussed the analysis completed to estimate the travel pattern changes with the jurisdictional transfer and the 11th Street grade separation build alternative:
 - i. The jurisdictional transfer alone is not expected to significantly change travel patterns. Trucks and vehicles using GPS or unfamiliar with the area are the most likely to change their route to the new jurisdiction. It was estimated that 15% of vehicles currently traveling along the jurisdictional route would transfer to the new route.
 - ii. With the grade separation at 11th Street, more traffic is expected to change their route to the new jurisdiction. It was estimated that 75% of daily users would change their route to use 11th Street. However, based on an initial review of the peak hour operations, if 75 percent shifted to 11th Street traffic operational and queuing issues would be expected

along Main Avenue at the 8th Street and 11th Street intersections. For grid systems such as the roadway network in Downtown Moorhead, traffic congestion during the peak hours would be expected to balance and motorists would not wait at an intersection when faster alternative routes are available (assuming no trains are present). Therefore, through an iterative process that balanced the expected demand of motorists that would want to use 11th Street as well as the expected traffic operations during the peak periods at the study intersections, it was determined that approximately 50 percent of peak hour trips would be expected to change their route from 8th Street to 11th Street.

- c. **Action Item:** SRF has prepared a traffic forecast memo documenting the assumptions and methodology. SRF to provide this memo to the SRC for review.
 - d. Emily discussed the preliminary results of the year 2045 no build conditions using the 1% annual growth rate. No significant corridor capacity issues are expected; however, a few intersections were identified to have approaches with LOS E/F conditions.
 - e. **Action Item:** SRF to finalize Purpose and Need Statement and submit to SRC for review.
4. Preliminary Alternatives
- a. Preliminary alternatives were presented for the Downtown, US 10 East and US 75 South Focus Areas. The group brainstormed additional improvements that should be tested/considered along the corridor. A summary of the alternatives to be evaluated is provided in the attached slides. A few things to note:
 - i. The group discussed if the US 10/75 Corridor Study should consider/test a three-lane roadway along Main Avenue based on the Fargo Main Avenue project as a reduced roadway section would drive a different type of development for the corridor. The year 2045 no build traffic volumes are expected to be 21,500 to 24,900 vehicles a day, which is outside of the planning-level capacity for a three-lane facility. Therefore, while this study will not test a three-lane facility on Main Avenue – after the Fargo Main Avenue project is built additional data collection should be conducted by the City to determine if the Fargo project has significantly changed traffic volumes/patterns along Main Avenue where a three-lane roadway could be considered in the future. Decisions relative to the capacity of a three-lane roadway would be a policy decision. It was discussed, however, to continue to look for opportunities to reduce width to enhance the walkability experience.
 - ii. When recommending pedestrian refuge islands, Jon recommended that the medians be at least 50 feet in length to help with maintenance.
 - iii. 20th Street, which is identified as a future bike route, may be a sharrows bike facility.
 - iv. **Action Item:** Coordinate improvements at the US 75/12th Avenue intersection with the 12th Avenue Corridor Study
 - b. **Action Item:** SRF to test the alternatives and develop a draft evaluation matrix to compare the alternatives.

Actions Needed:

Actions Needed	Responsibility	Status
Send updated schedule to SRC	SRF	Completed
Send list of 6 of 9 intersections where the public prioritized ped/bike users	SRF	Completed
Complete Round 1 engagement and develop summary	SRF	In progress
Update engagement plan based on Round 1 lessons-learn and begin developing Round 2 materials	SRF	In progress
Provide Traffic Forecasts (including methodology) for SRC review	SRF	In progress
Provide Purpose and Need Statement for SRC review	SRF	In progress
Coordinate improvements at the US 75/12th Avenue intersection with the 12th Avenue Corridor Study	SRF	Ongoing
Test alternatives and develop evaluation matrix	SRF	In progress
Update project map	SRF	Ongoing

Who did we reach with Round 1 Engagement?

Outreach Strategies

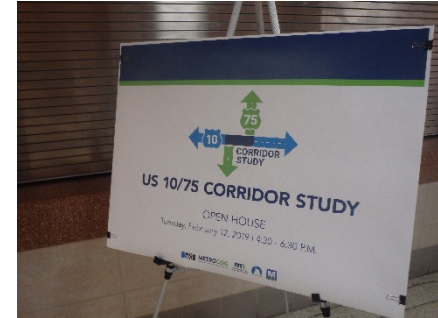
- Mailing/e-Newsletter
- Website updates
- Social media
- Online engagement (Survey #1)
- Public Meeting #1 – February 12, 2019
- News media
- Focus Group Meetings – March 6, 2019

Yet to Wrap-up

- Focus Group Meeting – March 7, 2019
- Social media blast to close survey on March 12, 2019
- “What we heard” summary
- Website updates

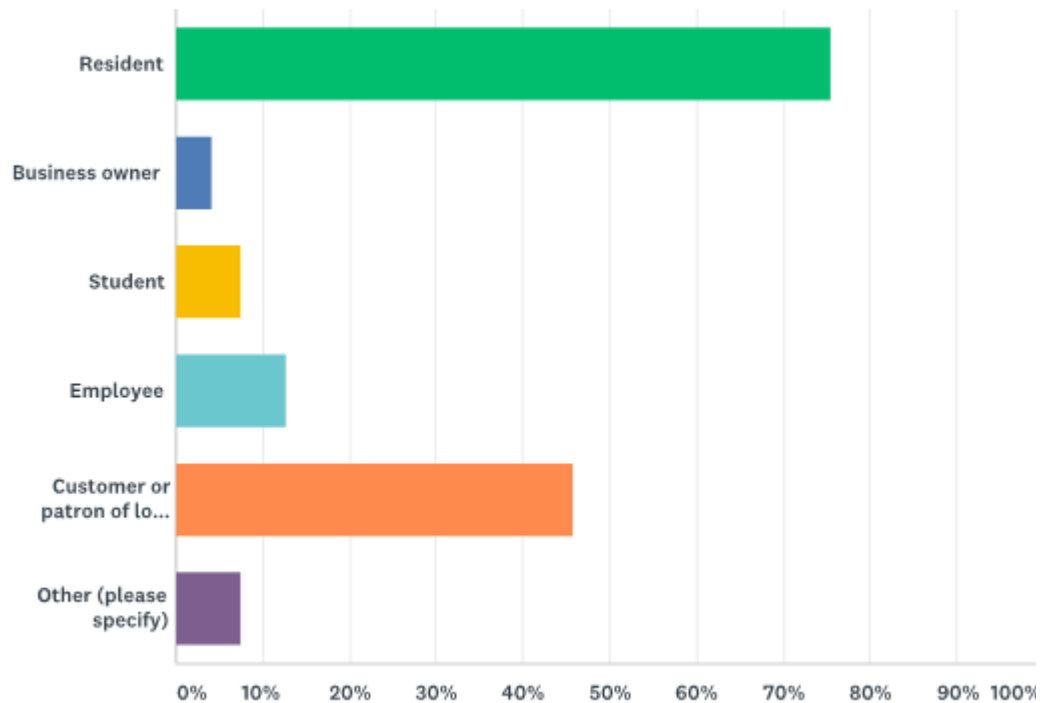
Statistics

- 94 on-line surveys completed to-date
- 69 on-line comments provided
- 2 paper versions of survey completed
- 37 people attended Public Meeting
- 10 people attended Downtown Focus Group Meeting (3 non-SRC members)
- 1 non-SRC member attended US 10 East Focus Group Meeting

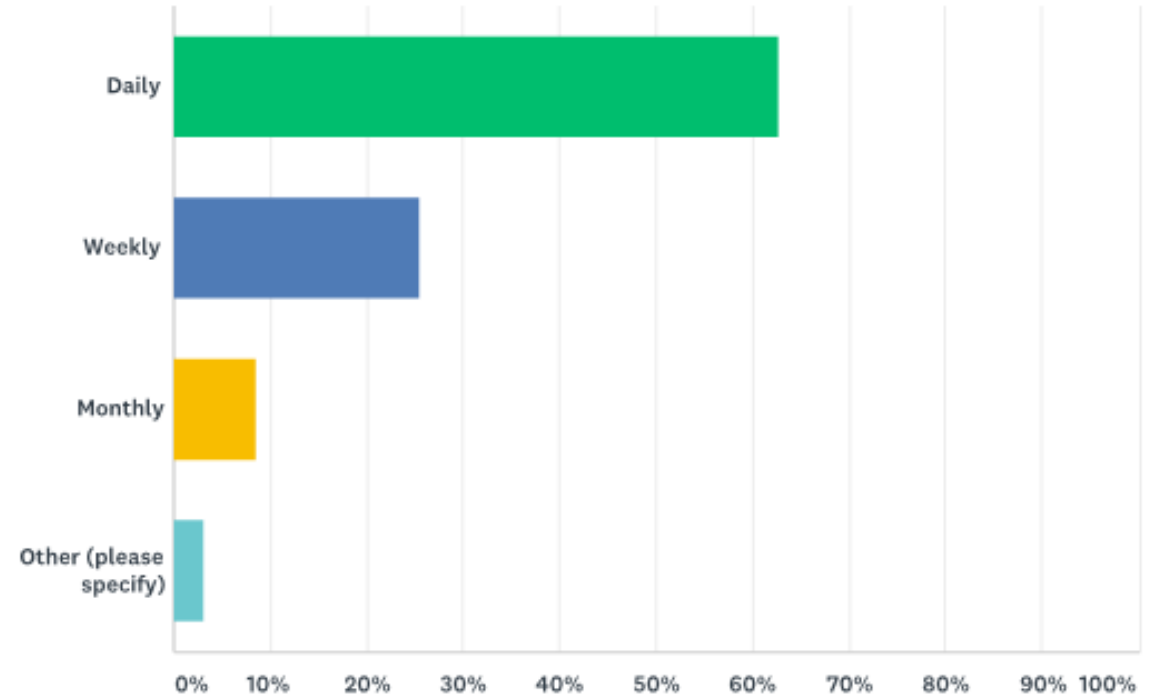


Who did we reach?

Which of the following best describes your interest in the US 10 and 75 corridors?



How often do you travel along US 10 and US 75 in Moorhead?



How did the public prioritize the study goals?



Accommodate appropriate users



Roadway needs to fit land use



Develop and execute a project that meets the needs for 30+ years



Create an environment to stimulate growth



Provide flexibility for near and long-term transportation needs



Improve “Gateway” feel for US 10 and US 75 corridors



Other

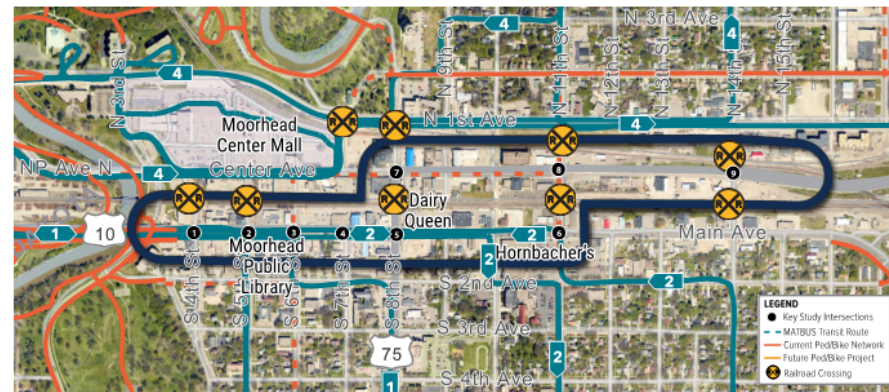
Downtown focus area takeaways?

- **User priorities:**

- At 6 of the 9 intersections, walking and biking was ranked as higher priority than vehicles

- **Specific issues:**

- Walking and biking improvements, traffic congestion, and issues with the railroad ranked Top 3 for all intersections
- Trucks are an issue in downtown
- Placemaking, streetscaping – better environment in general – was noted numerous times
- Coordination of signals is needed



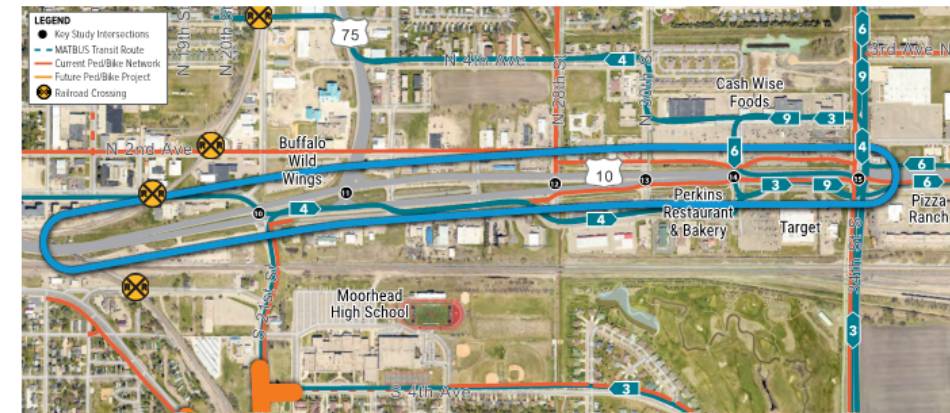
US 10 East focus area takeaways?

- **User priorities:**

- Vehicles are predominant use, but there is a desire for walking and biking uses
- 21st Avenue/1st Avenue showed strongest desire for walking and biking improvements
- US 10/US 75 show strongest desire for vehicle improvements

- **Specific issues:**

- Intersection designs on west end are confusing (i.e., eliminate median, Green-T?)
- Need to determine future “character” of this corridor and area
- Speeds are a issue
- Need to evaluate all intersections together and address the corridor



**Review Opportunities For
Access Closures/ Consolidation
Along Main Avenue/ Center
Avenue**

**Dynamic Signage to Notify
of Trains Approaching**

**Utilize Dead-End
Space for Parking,
Streetscaping,
Parks, etc.**

**Enhanced
Pedestrian
Connection**

**11th Street Grade
Separation**

**Pedestrian Connection
Options**

**Test One-way To Two-way
Conversion Along 5th
Between Main And 2nd**

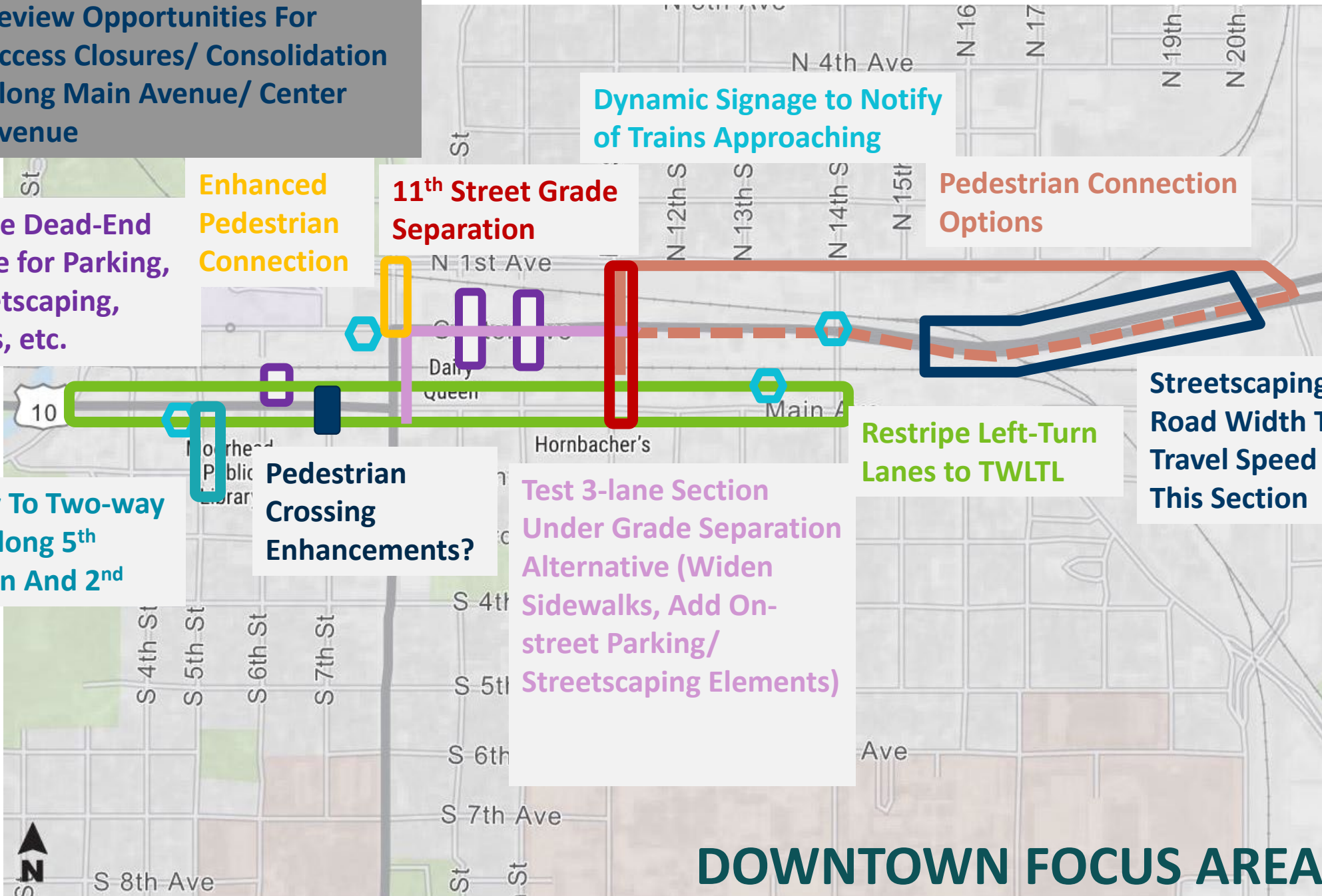
**Pedestrian
Crossing
Enhancements?**

**Test 3-lane Section
Under Grade Separation
Alternative (Widen
Sidewalks, Add On-
street Parking/
Streetscaping Elements)**

**Restripe Left-Turn
Lanes to TWLTL**

**Streetscaping/Reduce
Road Width To Reduce
Travel Speed Through
This Section**

DOWNTOWN FOCUS AREA

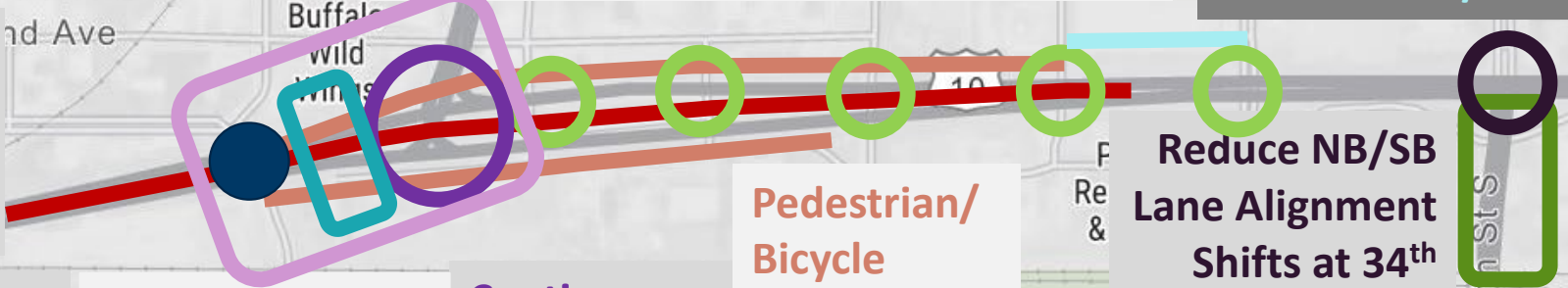


Grade Separated Crossing (Underpass) Across US 10 (Center Ave)

Test Combination of Access Closure/Restrictions at 24th, 26th, 28th, 30th, 32nd); 28th Provides Best Connection to North (Consider Signal)

Frontage Road to Connect 28th/30th

Remove Ditch Median And Replace With Narrow Concrete Media (Consider Urban Section)



Pedestrian/Bicycle Connection Options

Reduce NB/SB Lane Alignment Shifts at 34th

Remove Split Phasing; Add NBR/WBL Overlap Phase

Multi-lane Or Hybrid Roundabouts At 1st/21st & US 75

Continuous Green-t Intersection (Urban) With WB Acceleration Lane – Also Test Standard Signalized Intersection

Test Alternatives To Restrict/Close Frontage Road Access Or To Modify Cross-section To Separate Left-turn Lanes For The Frontage Road

Reduce Skew/Add Pedestrian Crossing Enhancements



US 10 East FOCUS AREA

Access Restrictions At 2nd And 3rd; Potential Signal At 4th; Add Pedestrian Enhancements Crossing US 75 At 2nd And 3rd

Fix Lane Alignment Shift

Review If There Is Space To Accommodate A Trail?

Restripe EB Approach; Signal Phasing; LPI; Reduce SE Curb Radii

Test Roundabout For ICE Report

Consider Closing Or Restricting The Frontage Roads?

US 75 South FOCUS AREA

