



Fargo-Moorhead Metropolitan Council of Governments

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Traffic Operations Working Group

Tuesday, October 3, 2017

10:00 AM

Metro COG Conference Room

Agenda

1. Welcome & Introductions
2. October 25, 2016 meeting minutes (**Attachment**)
3. Status of Congestion Management Plan
4. Overview of 2018 ATAC Intersection Data Collection Project
5. Status of 2015 calibrated Travel Demand Model
6. ITS Deployment Plan discussion (**Attachments**)
7. Updates from ATAC and jurisdictions, other business

A PLANNING ORGANIZATION SERVING

FARGO, WEST FARGO, HORACE, CASS COUNTY, NORTH DAKOTA AND MOORHEAD, DILWORTH, CLAY COUNTY, MINNESOTA

Metropolitan Traffic Operations Working Group
October 25, 2016 – 10:00 am
Metro COG Conference Room

Attendees

Dan Farnsworth, Metro COG
Michael Maddox, Metro COG
Kshitij Sharma, ATAC
Jeremy Gorden, City of Fargo
Diomo Motuba, NDSU – UGPTI – ATAC
Jason Baker, City of Fargo
Bill Christian, Metro COG
Jonathan Atkins, City of Moorhead

1. Welcome & Introductions

2. Consider August 30, 2016 Traffic Operations Working Group meeting minutes

Meeting minutes were reviewed by the group with no comments or corrections. A motion to approve the minutes was made by J. Gorden and seconded by J. Atkins. Minutes were approved by the group unanimously.

3. Request for signal timing data for travel demand model

D. Farnsworth reminded the group that ATAC needs signal timing data so that they can continue with the travel demand model. Both Moorhead and Fargo were present at the meeting and indicated that should be able to supply the information. It was noted that ideally the signal timing data would be in Synchro form.

4. Presentation & discussion on Congestion Management Plan

M. Maddox continued discussion and exercises regarding Metro COG's congestion management plan that began in mid-2016. A full-size map was provided and M. Maddox asked the jurisdictions to highlight corridors and intersections which they felt had congestion issues. The group was then asked to rank each intersection and corridor based on which one they felt had the most congestions and in highest need of mitigation.

Upon completion of this task, M. Maddox asked the jurisdictions to describe what the issue was at each location and how they'd like to mitigate it.

Next, M. Maddox asked the group to discuss/determine a definition statement for congestion in the FM Region. After much discussion the group came up with the following definition: "Congestion within the FM Region occurs during peak hours when speeds are

reduced, multiple stops at intersections, queueing, and perception that the aforementioned causes excessive delay for all system users.”

Finally, the group was asked to come up with goals for the congestion management plan. The group came up with the following goals:

- Signal timing should match traffic conditions
- Reduce / disperse peak hour traffic
- Promote multimodal transportation
- Have reliable travel times

5. Updates from ATAC and other jurisdictions, other business

Opportunity was given to the group to provide updates and other business. D. Motuba began by mentioning that ATAC is considering a study involving connected automated vehicles and the affect that would have on local traffic flow. They might consider modeling this in VISSIM.

J. Baker provided an update on the City of Fargo’s projects. He mentioned that the 13th Ave S reconstruction project is wrapping up and should be completed by next week. He also mentioned that 2nd Street in downtown Fargo will likely be closed into November.

Sharma mentioned that Brad Wentz was in the Twin Cities for a FHWA conference but handed out materials related to current FHWA regulations. He also handed out materials from Trainfo – a product of MORR Transportation Consulting. Trainfo uses technology to detect blocked train crossings and predict when future blockages will occur.

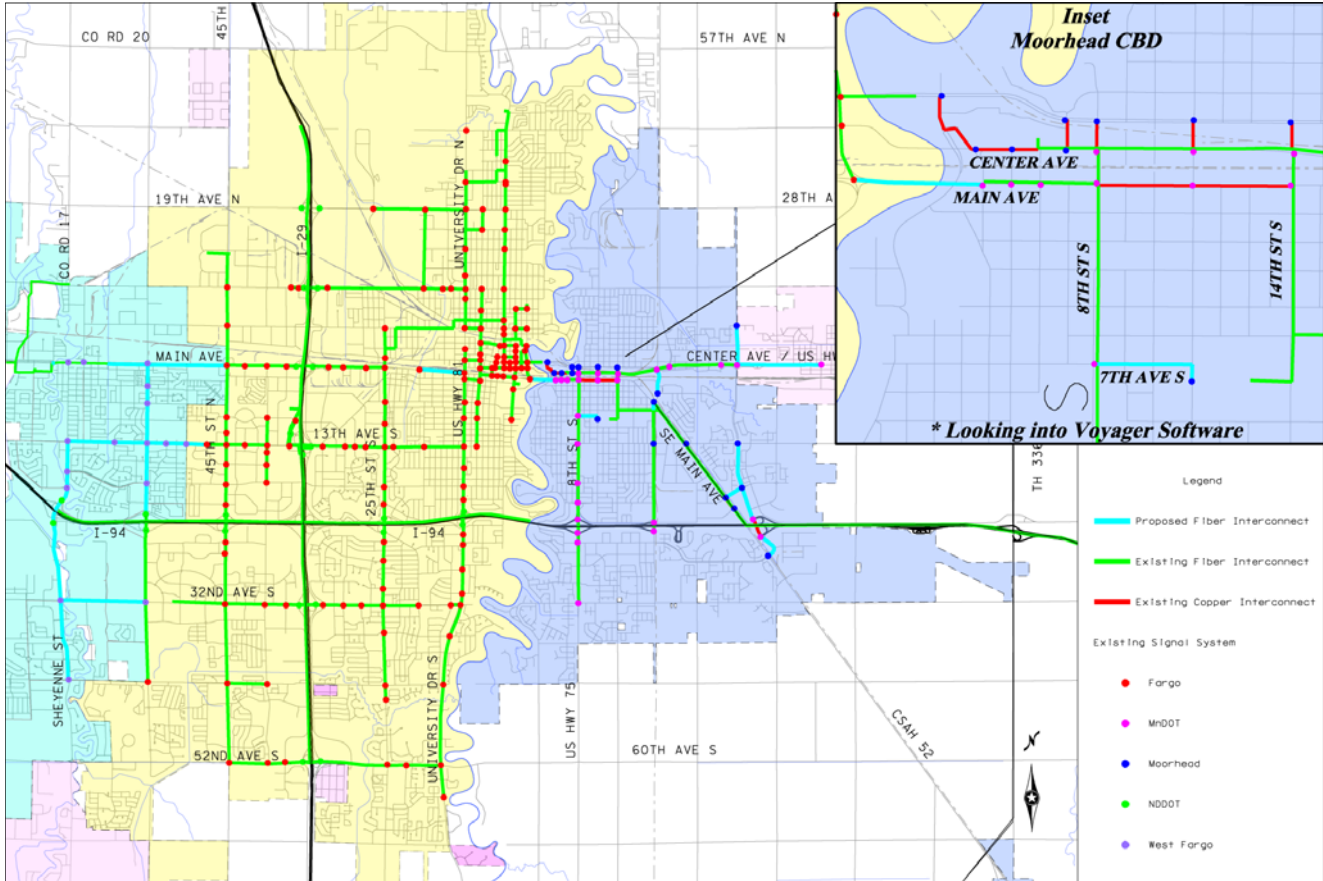
J. Atkins then provided updates regarding Moorhead’s construction projects. He mentioned that the 8th St/I-94 interchange is complete and open to traffic however fiber optic cable still needs to be installed and signals need to be properly timed. J. Atkins then mentioned that the CIMS project in downtown Moorhead is wrapping up for the year however work at the intersection of Main Ave and 14th St will not be completed this year and will need to be continued next year. Finally, J. Atkins mentioned that a signal is planned at the intersection of 15th Ave N & 11th St. The plan is to install an interim signal yet this season.

Meeting adjourned.

ITS Deployment Plan Discussion

1. What are we doing/what has been done to implement the proposed fiber interconnect plan (see attached map)?
2. How are we currently interconnecting and coordinating signals between jurisdictions?
 - a. Between MnDOT & Moorhead?
 - b. Between West Fargo & Fargo (east-west corridors)?
 - c. Between NDDOT and Fargo/West Fargo? Recent projects:
 - i. 32nd Ave at I-29?
 - ii. Sheyenne St at I-94?
3. What steps are we taking to achieve either a hybrid or a centralized TOC? What else should we be doing to make this a reality? Which ITS connections have been made since the 2014 TOC plan (see attached diagram)?

Figure 8-1. Proposed and Existing Signal System Interconnect



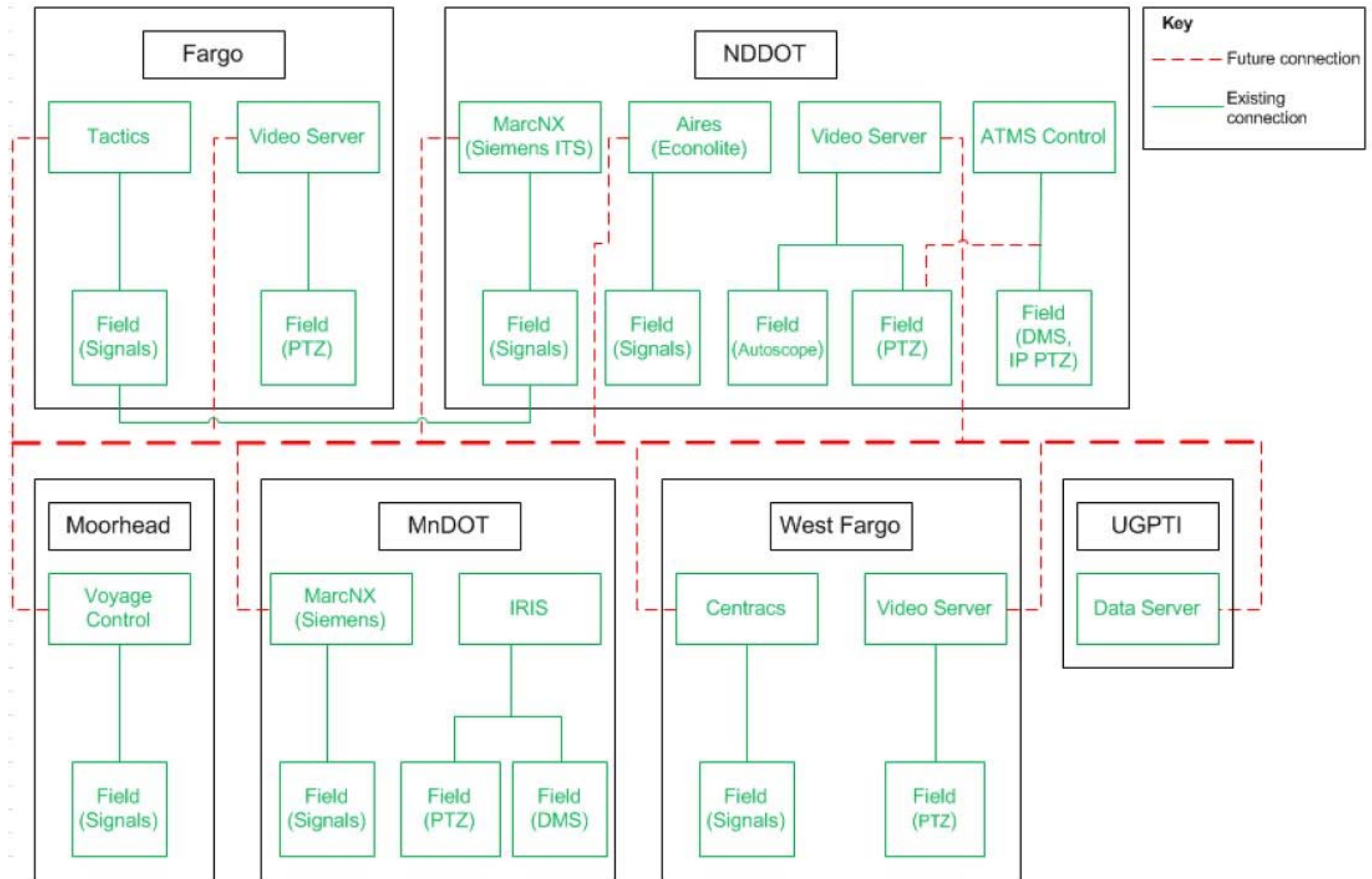


Figure 4.1 Fargo-Moorhead traffic operations agencies: existing and potential connections.