METROCOG Fargo-Moorhead Metropolitan Council of Governments

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The 599th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, March 17, 2022 – 4:00 p.m.
Fargo, North Dakota

OVERALL AGENDA

1. Call to Order and Introductions
   a. Introductions — Information Item
   b. Approve Order and Contents of the Overall Agenda — Action Item
   c. Approve Minutes of the February 17, 2022 Board Meeting — Action Item
   d. Approve March 2022 Bills — Action Item
2. Consent Agenda — Action Item
   a. February End of Month Report
3. Regular Agenda
   a. Public Comment Opportunity — Public Input
   b. 2022-2025 Transportation Improvement Program – Amendment #2 — Action Item
      1. Open Public Hearing
      2. Close Public Hearing
   c. Veterans Boulevard Corridor Extension Study and Network Implementation Analysis Amendment — Action Item
   d. Bicycle & Pedestrian Count Report — Information Item
4. Additional Business — Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held Thursday, April 21, 2022 at 4:00 p.m.

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments on agenda items via email to leach@fmmetrocog.org. To ensure your comments are received prior to the meeting, please submit them by 8:00 a.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video or audio link for comments or questions on a regular agenda or public hearing item, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_9VzfFU8kR6S-vc-M-9Owzw

Red Action Items require roll call votes.

Full Agenda packets can be found on the Metro COG Web Site at http://www.fmmetrocog.org

NOTE: Given the participation of Fargo City Commissioners at Policy Board meetings, such meetings may constitute open public meetings of the City of Fargo.

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Agenda Item 1c, Attachment 1

598th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, February 17, 2022 – 4:00 pm

Members Present:

Amanda	George	West Fargo City Commission
Matthew	Gilbertson	Moorhead City Council
John	Gunkelman	Fargo Planning Commission
Chuck	Hendrickson	Moorhead City Council
Jenna	Kahly	Clay County Commission (alt for Jenny Mongeau)
Steve	Lindaas	Moorhead City Council
Julie	Nash	Dilworth City Council
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Arlette	Preston	Fargo City Commission
Mary	Scherling	Cass County Commission
Rocky	Schneider	Fargo Planning Commission
John	Strand	Fargo City Commission
Jeff	Trudeau	Horace City Council

Members Absent:

Tony	Gehrig	Fargo City Commission
Jenny	Mongeau	Clay County Commission (alternate present)
Maranda	Tasa	Fargo Planning Commission

Others Present:

Adam	Altenburg	Metro COG
Jaron	Capps	Metro COG
Luke	Champa	Metro COG
Ari	Del Rosario	Metro COG
Dan	Farnsworth	Metro COG
Cindy	Gray	Metro COG
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Bob	Walton	NDDOT – Fargo District

1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, <u>convened</u>
The meeting was called to order at 4:00 pm, on February 17, 2022 by Chair Piepkorn, noting a quorum was present. Introductions were made.

1b. Approve Order and Contents of Overall Agenda, <u>approved</u>
Chair Piepkorn asked for approval for the overall agenda.

***MOTION*: Approve the contents of the Overall Agenda of the February 17, 2022 Policy Board Meeting.**
Mr. Olson moved, seconded by Mr. Schneider
***MOTION*, passed**
Motion carried unanimously.

1c. Past Meeting Minutes, <u>approved</u>

Chair Piepkorn asked for approval of the Minutes of the January 20, 2022 Meeting.

***MOTION*: Approve the January 20, 2022 Policy Board Meeting Minutes.**
Mr. Gunkelman moved, seconded by Ms. Scherling
***MOTION*, passed**
Motion carried unanimously.

1d. Monthly Bills, <u>approved</u>

Chair Piepkorn asked for approval of the February 2022 Bills as listed on Attachment 1d.

***MOTION*: Approve the February 2022 Bills List.**
Mr. Lindaas moved, seconded by Ms. George
***MOTION*, passed**
Motion carried unanimously.

2. CONSENT AGENDA

Chair Piepkorn asked for approval of Items a-d on the Consent Agenda.

a. January Month End Report
b. ATAC Addendum – Dynamic Traffic Assignment Model
c. ATAC Addendum – Review and Adjustment to Household & Job Data
d. ATAC Addendum – Moorhead Intersection Data Collection
e. ATAC Addendum – Regional ITS Architecture Update
f. ATAC Addendum – Travel Demand Model Update

***MOTION*: Approve Items a-f on the Consent Agenda.**
Ms. Preston moved, seconded by Mr. Lindass
***MOTION*, passed. 12-0-1 (Kahly abstained)**
Motion carried.

3. REGULAR AGENDA

3a. Public Comment Opportunity

No public comments were made or received.

3b. 2022-2025 Transportation Improvement Program Amendment #1

Mr. Champa presented Amendment #1 to the 2022-2025 Transportation Improvement Program (TIP).

The proposed amendment to the 2022-2025 TIP reflects updated federally funded projects within the Metropolitan Planning Area (MPA).
A public notice was published in the Forum of Fargo-Moorhead on Wednesday, February 2, 2022, advertising the public hearing, how to request more information, and detailed public comment information such as where to send written comments regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, February 17, 2022. No written comments were received.

The proposed amendment to the 2022-2025 TIP is as follows:

1. **Removal of Project 5200010:** City of Moorhead reconstruction project on 34th St S from 4th Ave S to 24th Ave S (2023). Project has been removed.

2. **Modification of Project 3210019:** West Fargo bike & pedestrian new multi-use path project on Drain 45 from 7th Ave E to Main Ave (2022). The total project cost increased 35% from $442,500 to $598,300 of which the Federal Transportation Alternatives (TA) funds remained $290,000 and local funds increased 102% from $152,500 to $308,300.

3. **Addition of Project 9221001:** NDDOT chip seal rehabilitation project on ND 18 from ND 10 to Cass/Traill County line (2022). The total project cost is $794,400 of which $635,200 (80%) is Federal Non National Highway System - State Rural Project (Non-NHS-S) funds and $158,800 is state funds.

4. **Addition of Project 9221002:** NDDOT wrong way detection system (Intelligent Transportation Systems) safety project on I-29 at Exit 69 (2022). The total project cost is $92,000 of which $82,800 (90%) is Federal Highway Safety Improvement Program (HSIP) funds and $9,200 is state funds.

5. **Addition of Project 9221003:** NDDOT upgrade automated traffic recorder (Intelligent Transportation Systems) rehabilitation project on I-94 at RP 352.33 (2022). The total project cost is $105,000 of which $84,000 (80%) is Federal Non National Highway System - State Rural Project (Non-NHS-S) funds and $21,000 is state funds.

6. **Modification of Project 9210010:** NDDOT curb ramp rehabilitation project on ND 18 from 7th St S to 3rd St N in Casselton (2022). The total project cost increased 10% from $334,765 to $369,000 of which the Federal Non National Highway System – State Rural Project (Non-NHS-S) funds increased 10% from $267,812 to $295,000 and state funds increased 10% from $66,953 to $73,800.

7. **Modification of Project 9162665:** NDDOT rehabilitation project on I-94 E from W Wheatland to E of Casselton (2022). The total project cost decreased 46% from $1,283,344 to $689,000 of which the Federal Interstate Maintenance (IM) funds decreased 46% from $1,155,010 to $620,100 and state funds decreased 40% from $114,534 to $68,900.

8. **Modification of Project 9192639:** NDDOT rehabilitation project on I-94 W from Wheatland E to E of Casselton (2022). The total project cost decreased 46% from $1,283,344 to $689,000 of which the Federal Interstate Maintenance (IM) funds decreased 46% from $1,155,010 to $620,100 and state funds decreased 40% from $114,534 to $68,900.

9. **Modification of Project 9200012:** NDDOT high tension cable median guardrail safety project on I-94 from W of Main Ave to 42nd St grade separation (2022). The total project cost decreased 63% from $2,036,000 to $748,000 of which the Federal Highway Safety Improvement Program (HSIP) funds decreased 63% from $1,832,000 to $673,200 and state funds decreased 63% from $204,000 to $74,800.

10. **Modification of Project 9210006:** NDDOT high tension cable median guardrail safety project on I-94 from W Lynchburg interchange to E Kindred interchange (2022). The total project cost increased 22% from $3,918,300 to $4,797,200 of which the Federal Highway Safety Improvement Program (HSIP) funds increased 22% from $3,526,470 to $4,317,480 and state funds increased 22% from $391,830 to $479,720.

11. **Addition of Project 9221007:** NDDOT high tension cable median guardrail project on I-94 from W of Ayr interchange to W of Lynchburg interchange (2022). The total project cost is $4,797,200 of which $4,317,480 (90%) is Federal Highway Safety Improvement Program (HSIP) funds and $479,720 is state funds. The project is associated with project 9210006 and the cost estimate is reflective of both 9210006 and 9221007.

12. **Addition of Project 9221004:** NDDOT LED lighting update rehabilitation project at various locations including 52nd Ave S, University Dr, Main Ave, 12th Ave N, and 19th Ave N (2023). The total project cost is $1,000,000 of which $800,000 (80%) is Federal Non National Highway System - State Rural Project (Non-NHS-S) funds and $200,000 (20%) is state funds.

13. **Modification of Project 9191007:** NDDOT lift station and storm sewer rehabilitation project on I-94 E from 25th St interchange to the Red River (2024). The total project cost decreased 20% from $2,600,000 to $2,073,000 of which the Federal Interstate Maintenance (IM) funds decreased 20% from $2,340,000 to $1,865,700 and state funds decreased 20% from $260,000 to $207,300.

14. **Addition of Project 9221006:** NDDOT slide repair rehabilitation project Main Ave/US 10 near the Sheyenne River (2024). The total project cost is $5,001,000 of which $4,047,000 (80%) is Federal National Highway System - Urban (NHS-U) funds, $454,000 (9%) is state funds, and $500,000 (11%) is local funds.

15. **Modification of Project 9220025:** NDDOT structural deck overlay rehabilitation project on I-94 E at the Red River bridge structure (2025) – project is being modified to include I-94 W so both projects are part of one TIP project. The total project cost increased 100% from $1,601,806 to $3,204,000 of which the Federal Interstate Maintenance (IM) funds increased 100% from $1,441,625 to $2,883,600 and state funds increased 100% from $160,181 to $320,400.

16. **Removal of Project 9220026:** NDDOT structural deck overlay rehabilitation project on I-94 W at the Red River bridge structure (2025) – project is being included as part of project 9220025 as described above. Project has been removed.

17. **Addition of Project 9221005:** NDDOT minor rehabilitation including shoulder repair project on ND 46 from 9 miles east of Enderlin E to I-29 (2025). The total project cost is $5,300,000 of which $4,240,000 (80%) is Federal Non National Highway System - State Rural Project (Non-NHS-S) funds and $1,060,000 is state funds.

18. **Modification of Project 2190039:** Clay County mill and overlay rehabilitation project on CSAH 52 from CR 67 in Sabin to I-94 bridge in Moorhead (2022) – project is an Advance Construction project and is associated with project 2200009. The total project cost increased 67% from $1,067,760 to $1,778,484 of which the Federal Surface Transportation Block Grant Program - Regional (STBGP-R) funds remained $468,160 and local funds increased 119% from $599,600 to $1,310,324. AC project 2200009 remains unchanged with STBGP-R funding of $1,032,240. Total AC project estimate (projects 2190039 & 2200009) increased 35% from $2,082,760 to $2,810,724.

Mr. Olson asked why some of the projects included are outside out our planning area. Ms. Gray said that while these projects fall outside of our Urbanized Planning Area, they do fall in our Metropolitan Planning Area.

***MOTION*: Approve Amendment #1 to the Metro COG 2022-2025 Transportation Improvement Program (TIP).**
Mr. Strand moved, seconded by Mr. Hendrickson.
***MOTION*, passed**
Motion carried unanimously.

A public hearing was opened. No comments were received. The public hearing was closed.

Ms. Kahly moved to close the public hearing, seconded by Mr. Lindaas.

***Mr. Trudeau joined the meeting**

3c. 2022 Performance Measure 1 (PM1) - Safety

Mr. Del Rosario presented the 2022 Performance Measure 1 (PM 1) regarding Safety targets. State DOTs and MPOs are required to establish quantifiable targets for performance measures. There are three performance measures.

Performance Measure 1 (PM1) is meant to establish performance targets related to safety. Each state must annually establish and report performance targets for the Highway Safety Improvement Program (HISP) for the following five (5) safety performance measures:

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

As an MPO, Metro COG is required by FHWA to either

1. Agree to program projects in each state's portion of the Metropolitan Planning Area (MPA) to support the performance targets established by the respective state; and/or,

2. Establish MPO specific safety performance targets for all or some of the above five measures.

These are reviewed and revised annually. 2022 is the fourth year we are reviewing and adopting PM1 targets for the MPA. Based on the crash data available to us, Metro COG again recommends adoption of NDDOT's Safety Performance Measures for the MPA. This information is based on the following analysis and timeframe.

In December 2021, FHWA determined whether a State has met or made significant progress toward meeting 2016-2020 HSIP targets. FHWA used 2014-2018 data as a baseline period for assessing significant progress. In March 2022, FHWA will report their findings to States indicating whether the State has met or made significant progress towards meeting their 2016-2020 HSIP targets.

Ms. Preston asked why the MPO is following the state targets and not local targets. Mr. Maddox said that the state targets are followed for consistency, and the MPA is a small portion of the entire state. Local performance could vary largely, with a very small number of crashes, resulting in a penalty. The metro area tends to perform better than the state targets. Ms. Preston asked if local data was being tracked, and could be compared to the state targets. Ms. Gray said this was already being done by Metro COG staff, and is essentially what was used to arrive at the recommendation being made today.

Ms. Scherling said that Cass County is looking at opening anNDDOT VisionZero office locally, and asked if Metro COG plans to coordinate with them. Ms. Gray responded that Metro COG coordinates closely with County Engineer Jason Benson, and is tied into Vision Zero, but wasn't aware of the four-regioni program in the state.

Mr. Strand asked if crashes related to train/freight activity is included in the data. Mr. Del Rosario said he was not sure, but will look into the data. Ms. Gray stated that if such crashes were on public road right of way, they would be part of the data. Mr. Maddox said that Metro COG does work with both states in regards to rail/traffic safety.

> ***MOTION*: Adopt NDDOT/MnDOT 2022 Safety Performance Measure Targets by signing the enclosed resolutions.**
> **Mr. Olson moved, seconded by Mr. Lindaas.**
> ***MOTION*, passed**
> **Motion carried unanimously.**

3d. West Fargo Traffic Calming Study Final Report

Mr. Champa presented the Final Report for the West Fargo Calming Study. Metro COGconducted the West Fargo Traffic Calming Study internally, with continuous cooperation and direction from West Fargo professional and technical staff.

This study includes traffic calming on residential local and collector roadways in West Fargo where the City has experienced numerous complaints about traffic speeds and cut-through traffic. The purpose of this study is to establish a traffic calming toolbox and strategies to address speeding and safety on West Fargo residential (local or collector) streets by strategically engaging residents, reviewing the existing conditions and traffic conditions, and developing an implementation strategy for the community to address traffic calming. In addition, evaluation and prioritization, specific traffic calming implementation scenarios or alternatives, and associated planning-level cost estimates have been developed for each of the six (6) priority locations.

The Study was guided by a 9-member Study Review Committee (SRC) and public feedback received from residents impacted by speeding on residential neighborhood streets.

The West Fargo Traffic Calming Study will forward the goals, objectives and policy direction related to safety, livability, and a multi-modal transportation system as outlined in *West Fargo 2.0,* the City's Comprehensive Plan and *Metro Grow,* the long-range Metropolitan Transportation Plan.

The West Fargo Planning & Zoning Commission recommended approval and forwarded two comments to the Board of Commissioners for consideration prior to final action:

1. Wanted clarification about why stop signs, speed limit signs, or other traffic control devices are not considered traffic calming measures.

2. Raised concern about showing mini roundabouts as a traffic calming feature as they receive a lot of complaints from the public about how poorly they function. Specific examples include those which were retrofitted into the existing street network (19th Ave W/10th/7th St W & 15th Ave E/6th St E).

The West Fargo Board of Commissioners voted unanimously to approve the West Fargo Traffic Calming Study at their January 17, 2022 meeting.

Ms. Preston asked why Arterial roadways were not considered in this study. Mr. Champa said this study was more about local neighborhood streets (arterial and collector), and arterials have more factors to consider. Ms. Gray added that arterial streets are more focused on mobility and are typically not candidates for traffic calming.

***MOTION*: Approve the West Fargo Traffic Calming Study**
Ms. Preston moved, seconded by Mr. Olson.
***MOTION*, passed (13-0-1) (Ms. Scherling was absent during the vote)**
Motion carried.

3e. Infrastructure Investment and Jobs Act (IIJA) Planning Emphasis Areas and Future Needs for Metro COG Studies and Plans

Ms. Gray presented the IIJA Planning Emphasis Areas. She explained that future Metro COG studies and plans should be tied to these planning emphasis areas in our Unified Planning Work Program (UPWP). Ms. Gray summarized the planning emphasis areas of the IIJA. They include:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning
-

Ms. Gray provided a partially updated list of projects that have been suggested in the past as well as new projects for MPO required plans such as the Metropolitan Transportation Plan, which is due for an update by fall of 2024. Since estimates for the 2023 budget will be prepared in the spring, followed by the 2023-2024 UPWP during the summer for adoption in the fall of 2022, it is important that we revisit this list to identify new project needs and to prioritize projects for inclusion in future UPWPs. Regarding future projects, it will be important to address and incorporate the IIJA Planning Emphasis Areas.

3f. Proposed Revision to Personnel Policies – Time Off Request

Ms. Gray presented a revision to the Metro COG Personnel Policies, regarding the use of a Request for Leave form. The use of the form creates confusion when NDDOT reviews our requests for reimbursement of federal funds. Under this change, vacation and sick leave would be removed from the form.
In all practicality, we usually have weekly staff meetings, and as part of the agenda, we update an on-going list of upcoming vacations or other leave, and all staff are told to put vacations and known sick time use (i.e. medical, dental or vision appointments) on their shared calendars with an indication they will be out of the office.

If there are conflicts with upcoming meetings, staff are generally eager to log in from wherever they're at, or they arrange for someone else to be at a meeting in their place. The Time Off Request would continue to exist for Jury Duty, Funeral Leave, Military Leave, and Leave without Pay. The reference to Maternity/Paternity Leave should be updated to state FMLA.

> ***MOTION*: Approve the proposed changes to the Personnel Policies to eliminate the use of the Request for Leave form for sick leave, vacation, and compensatory time off.**
> **Mr. Lindaas moved, seconded by Ms. George**
> ***MOTION*, passed**
> **Motion carried unanimously.**

4. Additional Business

No additional business.

5. Adjourn

The 598th Meeting of the FM Metro COG Policy Board held Thursday, February 17, 2022 was adjourned at 5:18 pm.

THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD March 17, 2022, 4:00 P.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant

METROCOG Fargo-Moorhead Metropolitan Council of Governments

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To: Policy Board
From: Luke Champa, Associate Transportation Planner
Date: 03/10/2022
Re: **2022-2025 Transportation Improvement Program (TIP) Amendment #2**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a virtual public hearing via Zoom Video Communications on Thursday, March 17, 2022 at 4:00 p.m. to consider public comments regarding a proposed amendment to the 2022-2025 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2022-2025 TIP reflects new federally funded projects within the Metropolitan Planning Area (MPA).

A public notice was published in the Forum of Fargo-Moorhead on Wednesday, March 2, 2022, advertising the public hearing, how to request more information, and detailed public comment information such as where to send written comments regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, March 17, 2022. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2022-2025 TIP is as follows:

1. **Addition of Project 3222001:** City of West Fargo rehabilitation project on 9th St E from 13th Ave E to Main Ave (2022). The total project cost is $584,000 of which $386,710 (66%) is Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds and $197,290 (34%) is local funds.

2. **Addition of Project 9222002:** NDDOT Transportation Management Center (TMC) and Smart Corridor (ITS) planning project on I-29 from the SD Border to the Canadian Border (2022). The total project cost is $1,100,000 of which $550,000 (50%) is Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funds and $550,000 (50%) is state funds.

See **Attachment 1** for more detailed project information.

At their regular monthly meeting on March 10, 2022, the Transportation Technical Committee recommended approval of Amendment #2 of the Metro COG 2022-2025 TIP.

Requested Action: Approve Amendment #2 of the Metro COG 2022-2025 Transportation Improvement Program (TIP).

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits From	 To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
AMENDMENT 2 - 2022-2025 METRO COG TIP												
Moorhead Transit												
Fargo Transit												
City of Fargo												
City of Moorhead												
City of West Fargo												
City of West Fargo	3222001 23540	2022	9th St E		13th Ave E	Main Ave	Concrete Pavement Repair, Curb & Gutter Repair, ADA, Manhole & Inlet Adjustments	Rehabilitation	$ 584,000	CRRSAA	 Local	$ 386,710 $ 197,290
North Dakota Department of Transportation												
NDDOT	9222002	2022	I-29		South Dakota Border	Canadian Border	Planning Study: Transportation Management Center (TMC) and Smart Corridor (ITS) ***Cost estimate reflects all of project limits, not just work within Metro COG MPA***	Planning	$ 1,100,000	RAISE	State	$ 550,000 $ 550,000
Cass County												
Minnesota Department of Transportation												
Clay County												

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To: Metro COG Policy Board
From: Dan Farnsworth, Transportation Planner
Date: March 11, 2022
Re: **Veterans Boulevard Corridor Extension Study and Network Implementation Analysis Amendment**

In May of 2020 Metro COG began the Veterans Boulevard Corridor Extension Study which has been developed in cooperation with staff from the Cass County, City of Fargo, City of Horace, and other stakeholders. Public involvement was conducted throughout the study process. The study was led by consulting firm KLJ.

With the rapid growth in the southwest area of the Fargo-Moorhead Metro, this study analyzes the need for a phased future extension of the Veterans Blvd from 52nd Ave S to 100th Ave S. The study also looks at corridor improvements of the existing section from 40th Ave S to 52nd Ave S. As part of this study, various roadway layouts and alignments were analyzed.

As a result of evaluating short term and longer-term future roadway connectivity scenarios within the study area, local partners asked for the study's scope to be expanded to take advantage of travel demand model updates and traffic projections that came out of the work completed up to that point. An amendment to the project was added in August of 2021 to analyze implementation of a Veterans Boulevard extension as well as analysis and phasing other corridor improvements in the vicinity of Veterans Boulevard.

Both the Veterans Boulevard Corridor Extension Study and Network Implementation Analysis Amendment can be found on Metro COG's website at the following link: https://www.fmmetrocog.org/application/files/1016/4703/2027/VetsBlvd_Final_v9.pdf. In addition, **attached** is the study's Executive Summary.

The jurisdictions of Fargo, West Fargo, Horace and Cass County have all had the opportunity to review the study and its recommendations with Metro COG staff and the consultant team.

At their regular meeting of March 10, 2022, the Transportation Technical Committee recommended Policy Board approval of the project.

Requested Action: Approval of the Veterans Boulevard Corridor Extension Study and Network Implementation Analysis Amendment.

VETERANS BOULEVARD CORRIDOR

EXTENSION STUDY

Executive Summary

January 2022

METROCOG | SRF | KLJ

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EXECUTIVE SUMMARY

INTRODUCTION

As growth and development continues in the Fargo-Moorhead area's southwest metro, a continuous mile line corridor along Veterans Boulevard will be necessary to meet future transportation needs. Historically, major arterials like Veterans Boulevard attract vehicle-oriented development and thus prioritize moving vehicles quickly and efficiently. However, recent planning efforts across the metro have identified the desire and need to bring a multimodal approach to developing future corridors. Decisions regarding the form and function of the Veterans Boulevard corridor will influence investments on a series of adjacent corridors that are programmed for improvement over the next five to 10 years. These include mid-term improvements along Sheyenne Street and 45th Street and longer-term improvements along both 64th Avenue South and 76th Avenue South. Significant additional local, state, and federal funds are anticipated to be allocated to these corridors and have the potential to rebalance projected system-wide needs.

STUDY AREA AND BACKGROUND

This study will evaluate the existing segment of Veterans Boulevard between 40th Avenue and 52nd Avenue South, and the potential for a phased extension from 52nd Avenue to 100th Avenue South. A map of the study area can be seen in Figure 1. The study will also evaluate five existing intersections along the corridor:

- Veterans Boulevard and 40th Avenue South
- Veterans Boulevard and 44th Avenue South
- Veterans Boulevard and 48th Avenue South
- Veterans Boulevard and 51st Avenue South
- Veterans Boulevard and 52nd Avenue South

Previous Studies

Several planning efforts are underway or have been completed that interact with the Veterans Boulevard study area. This section highlights relevant background information and existing plans for land use and the transportation network along the corridor. These planning efforts provide a basis to ensure that the Veterans Boulevard corridor is consistent with existing plans for the surrounding area.

- 2045 Fargo-Moorhead Metropolitan Transportation Plan
- Horace 2045
- Fargo's Go 2030 Comprehensive Plan
- Southwest Metro Transportation Plan
- Fargo/West Fargo Parking and Access Study
- Fargo Public Art Master Plan
- 76th Avenue South Corridor Study
- Fargo Stormwater Master Plan
- Fargo Safe Routes to School Plan

The Veterans Boulevard corridor study can begin to incorporate these improvements into the improvement plans, as well as utilize the best practices identified in the Safe Routes to School Plan for bicycle and pedestrian amenities along the corridor.

Figure 1: Study Area

Existing Conditions Summary

Within the Veterans Boulevard study area, there are a variety of existing conditions that will guide and constrain the corridor's extension and the alternatives which can be considered. Below is a summary of these conditions.

- **Right-of-Way.** Most of the land surrounding the corridor has not been platted, resulting in a lack of right-of-way. The full build out of Veterans Boulevard will dictate these right-of-way needs and guide subdivision processes in the City of Horace and City of Fargo.
- **Utilities.** Both public and private utilities are present along the corridor. Coordination with these utilities will be necessary during construction activities.
- **Environmental Conditions on the Existing Corridor.** Several environmental constraints are present along the existing corridor of Veterans Boulevard including water resources and noise sensitive land uses. These constraints will require additional consultation during any construction project to minimize potential impacts.
- **Environmental Conditions will Constrain the Extension.** Water resources and constraints, including Drain 27, and flood plains will be the primary environmental constraint when evaluating future alignments for the Veterans Boulevard corridor. The stormwater size and location will be a major determinant in future alignments.
- **Multimodal Facilities.** The existing corridor has facilities on both sides of the roadway with marked crossings. Transit serves the north end of the study area with hourly service. The number of facilities combined with the nearby schools and other pedestrian generators should put a high priority on pedestrian and bicycle mobility. The corridor extension should seek to provide a similar or higher level of multimodal amenities.
- **Traffic Operations.** All study intersections and approaches currently operate at LOS C or better during the a.m. and p.m. peak hours. Some queueing issues exist during the p.m. peak hour at the Veterans Boulevard and 40th Avenue intersection.
- **Corridor Safety.** There was a total of 36 crashes within the study area, the majority of which occurred at intersections along Veterans Boulevard with 40th Avenue or 44th Avenue. There were no fatal crashes along the corridor, although there was one incapacitating injury crash that occurred at 44th Avenue (bicyclist crash). Only the Veterans Boulevard and 44th Avenue intersection has a crash rate and severity rate above the critical rates for intersections with similar characteristics.

Corridor Vision

The Veterans Boulevard Corridor Extension presents an opportunity for the community to shape the future road network of the southwest metro area. Neighbors, local business owners, city officials, emergency service workers, non-profit representatives, and city planners were all heard during this engagement process. Each brought a unique perspective to the issues and opportunities in the study area. The Corridor Vision, presented below, is a set of common interests and needs that emerged from the engagement process.

The Veterans Boulevard Corridor will enhance livability and serve the whole community. Creating a "sense of place" was a thread that ran through all the listening sessions. Community members felt that the corridor should be more than just a route through the southwest metro area, and should be a destination. Displays of public art that reflect the community, landscaping, green spaces, tree canopy, and recreational amenities will bring the community's vision to life.

The Veterans Boulevard Corridor will serve all modes. Throughout the listening sessions, community members expressed the importance of the corridor serving pedestrians, bicyclists, and motorized traffic. The corridor was

envisioned as a place where traffic flows smoothly and walking feels comfortable and safe. Beyond the needs of small vehicles, community members envisioned a corridor that was easily navigable by emergency vehicles and buses.

The Veterans Boulevard Corridor will improve connectivity and remain flexible for future growth. Veterans Boulevard is a critical connection between Horace and Fargo. As residential growth continues in the southwest metro area, connections from residential development and major east-west routes to the corridor will need to adapt to shifting demands. The Veterans Boulevard extension was envisioned as a roadway that can grow and change over time, with measures taken today to allow for the addition of intersections and roadway improvements in the future.

Key Stakeholder Engagement

A study review committee (SRC) was assembled to review all project materials and provide guidance throughout the visioning phase. The committee consisted of 15 representatives from eight government entities, listed below.

- City of Fargo
- City of West Fargo
- City of Horace
- Cass County
- Southeast Cass Water Resource District
- Metro COG
- North Dakota Department of Transportation
- Federal Highway Administration – North Dakota

Figure 2: Veterans Boulevard Southbound Transition at 40th Avenue South

Improvements to Existing Corridor

A portion of the existing Veterans Boulevard corridor (between 40th and 52nd Avenue South) was reconstructed in 2009 and has minor roadway deficiencies. A key concern at the north of the corridor study area is safety, with the majority of crashes (i.e., 89 percent) occurring at the 40th or 44th Avenue South intersections. The crash analysis conducted during this study suggests that design aspects of the existing roundabouts, as well as queuing issues at the Veterans Boulevard/40th Avenue South intersection, may be factors contributing to the high crash rates at these locations. In addition, input received from emergency service representatives indicates that existing roundabouts do not provide sufficient space for larger vehicles, presenting challenges for ambulances and fire trucks. The study proposes improvements to address these concerns within the existing corridor.

Existing Roundabout Reconstruction

Analysis results and public input indicate that exiting roundabouts between 40th Avenue South and 52nd Avenue South do not provide sufficient space for larger vehicles. It was also noted that the design of the roundabouts can make for excessive breaking and acceleration for vehicles entering and exiting the intersections. This is a particular

concern for emergency vehicle access and snow removal. To address this issue, is it recommended that existing roundabouts at 44th Avenue South, 48th Avenue South, and 51st Avenue South either have the approach roadways reconstructed to enhance the entry/exit paths or a completely reconstruction to increase the roundabout diameter from 150-feet to 180-feet. Reconstructing the approaches will allow vehicles, especially large vehicles, to navigate the roundabouts more efficiently while utilizing some of the existing roadway infrastructure. Construction of this option could be completed by closing each approach roadway individually opposed to closing the entire intersection. Reconstruction of the entire roundabout will increase the circulatory roadway diameter to 180-feet. This size was selected based on design guidance and feedback from City of Fargo that other roundabouts within the city of this size are easily navigable. Both 150-foot and 180-foot planning-level roundabout concepts were developed for each intersection. Example concepts for 44th Avenue South are shown in Figure 3 and Figure 4.

Figure 3: 180-Foot Roundabout Concept for Veterans Boulevard and 44th Avenue South

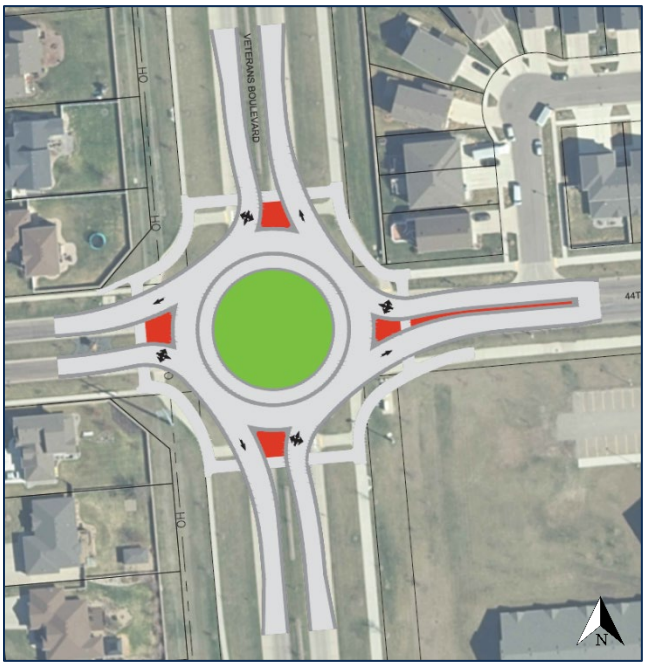


Figure 4: 150-Foot Roundabout Concept for Veterans Boulevard and 44th Avenue South

Extension Alignment Alternatives

Three corridor alignment alternatives were developed in close coordination with the Study Review Committee. The alignment alternatives incorporate the benefits and constraints identified during the existing conditions analysis, as well as input collected through public engagement. A brief description of each alignment is provided below.

Meander Alignment

- The Meander Alignment roughly follows the alignment of Drain 27 to the east of the section line. This alternative was developed with the intention of maximizing developable land along the corridor, and to provide a more dynamic and interesting roadway landscape. This alternative would place roughly half of the corridor extension – the portion south of 76th Avenue South – within the City of Horace.

Western Alignment

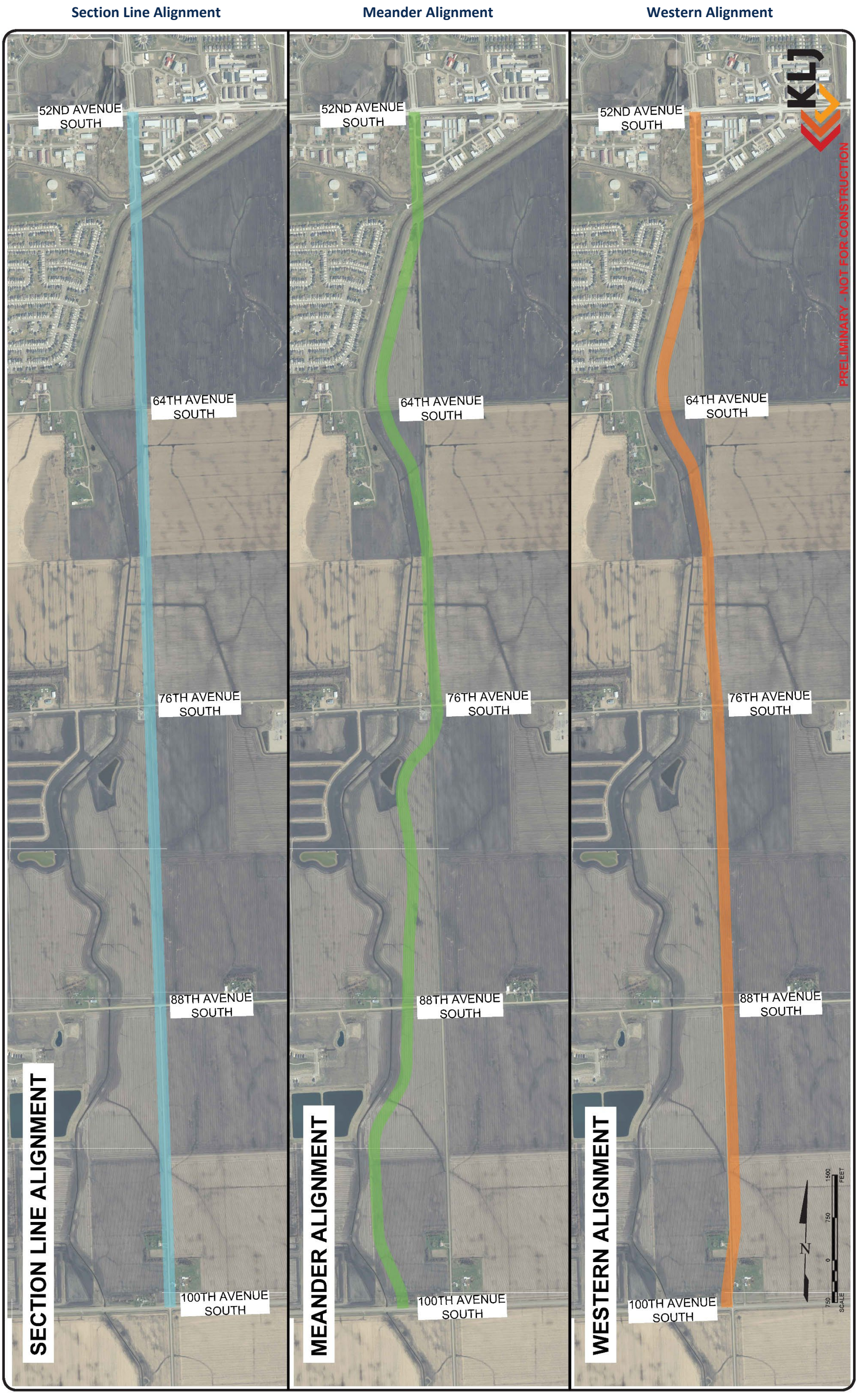
- The Western Alignment generally maintains a straight path, only deviating from the section line at the north to follow the path of Drain 27 near Deer Creek. South of 64th Avenue South, the Western Alignment is offset slightly to the east of the section line, resulting in a large portion of the extension being located within the City of Fargo corporate limits.

Section Line Alignment

- The Section Line Alignment follows a straight path from 52nd Avenue to 100th Avenue South. This alternative is located directly on the Fargo-Horace border for most of the alignment south of 64th Avenue South.

After detailed review and evaluation by the Study Review Committee, the Section Line Alignment was determined to be the most suitable alternative for the Veterans Boulevard extension. Central factors in this decision include the desire to share project development and corridor maintenance roles between Fargo and Horace, as well as consistency with the historical practice of aligning major corridors along section lines.

Figure 5: Veterans Boulevard Extension Corridor Alignment Alternatives



EXTENSION CORRIDOR ALTERNATIVES

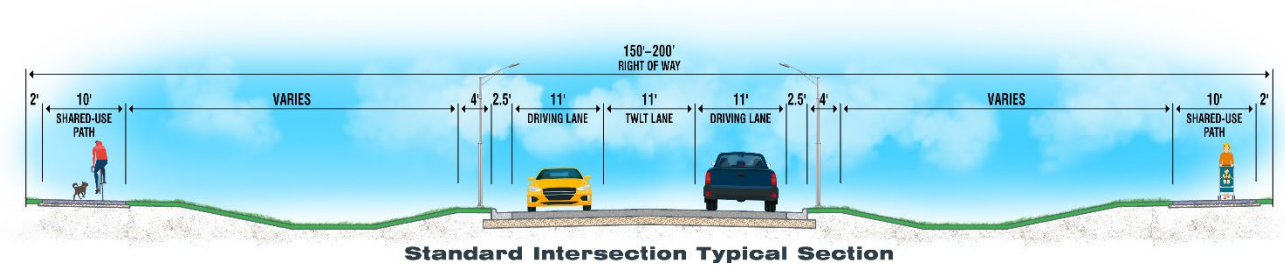
Three corridor-level alternatives were developed to support the Veterans Boulevard extension. Each alternative involves a slightly modified roadway section and intersection control features. Development of each alternative is supported through both public input gathered earlier in the planning process and through transportation planning projections for the study area. The defining features of each alternative are described below.

Standard Intersection Alternative

Roadway Section

The Standard Intersection Alternative proposes a three-lane roadway with a center two-way left turn lane (TWLTL). Both the travel lanes and the TWLTL lane have a width of 11 feet. This alternative includes a 10-foot shared-use path on each side of the corridor. This alternative follows the Section Line Alignment – maintaining a straight path from 52nd Avenue to 100th Avenue – and has an assumed right-of-way of between 150 to 200 feet. This right-of-way width was based on standard right-of-way dedication practices of City of Fargo and City of Horace. All areas of the roadway within City of Fargo corporate limits include 100-feet of right-of-way from the section line, outside of the corporate limits, 75-feet of right-of-way was shown. A typical section is shown in Figure 6.

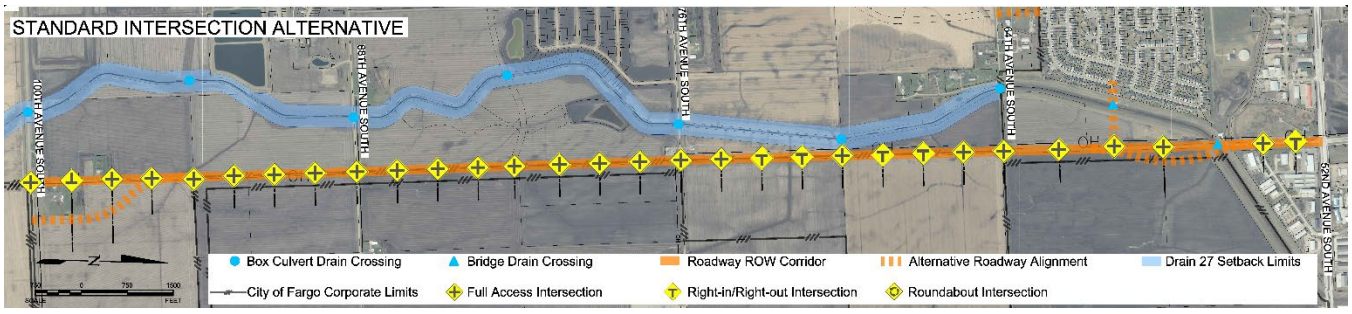
Figure 6: Standard Intersection Alternative Typical Section (Facing North)



Intersection Control

The Standard Intersection Alternative proposes standard signal control for primary intersections at 64th Avenue South, 76th Avenue South, and 88th Avenue South. In addition, this alternative includes minor, stop-controlled intersections every 1/8th of a mile along the corridor extension. Most minor intersections are four-legged, with the exception of T-intersections located immediately south of 52nd Avenue South, between 64th Avenue South and 76th Avenue South, and immediately north of 100th Avenue South. Intersection location and type for this alternative are shown in Figure 7.

Figure 7: Intersection Location and Type for the Standard Intersection Alternative



Design for the primary, signalized intersections at 64th Avenue South, 76th Avenue South, and 88th Avenue South reflect the roadway network assumptions specified in Chapter 3. Specifically, 64th Avenue South and 76th Avenue South are assumed to be four-lane facilities with right- and left-turn lanes. 88th Avenue South is assumed to be a three-lane facility with right- and left-turn lanes. Planning-level design concepts for the primary intersections is shown in Figure 8, Figure 9, and Figure 10.

Roundabout Intersection Alternative

Roadway Section

The Roundabout Intersection Alternative proposes a two-lane median-divided facility with full access every ¼-mile. The north- and southbound travel lanes have a width of 18 feet and are separated by a 16-foot median. The median is wide enough to provide full width left turn lanes at the minor approaches if deemed necessary. This alternative includes a 10-foot shared-use path on each side of the corridor. This alternative follows the Section Line Alignment – maintaining a straight path from 52nd Avenue to 100th Avenue – and has an assumed right-of-way of between 150 to 200 feet. A typical section for this alternative is shown in Figure 11.

Figure 8: Veterans Boulevard and 64th Avenue South

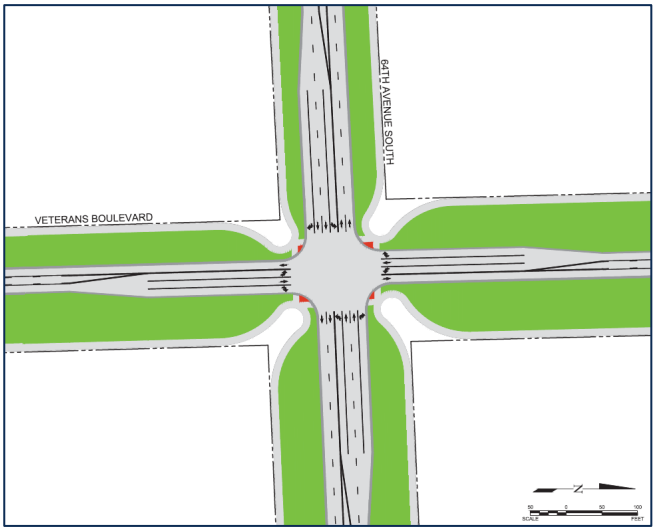


Figure 9: Veterans Boulevard and 76th Avenue South

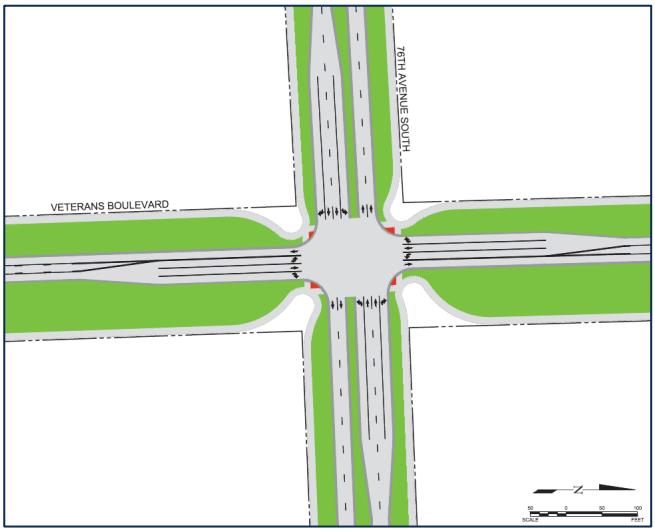


Figure 10: Veterans Boulevard and 88th Avenue South

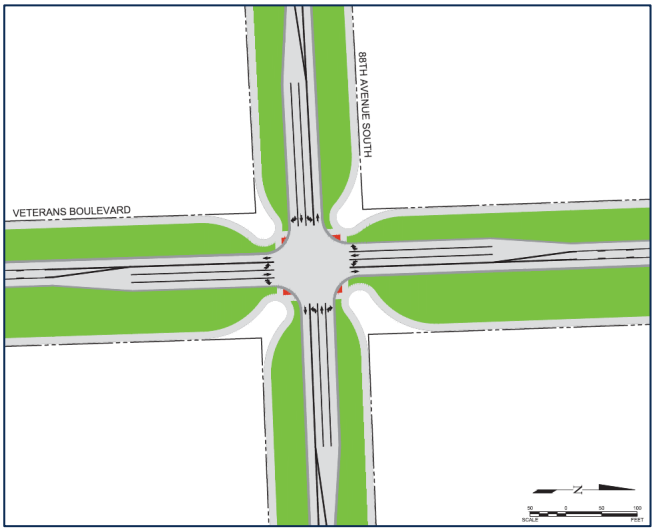
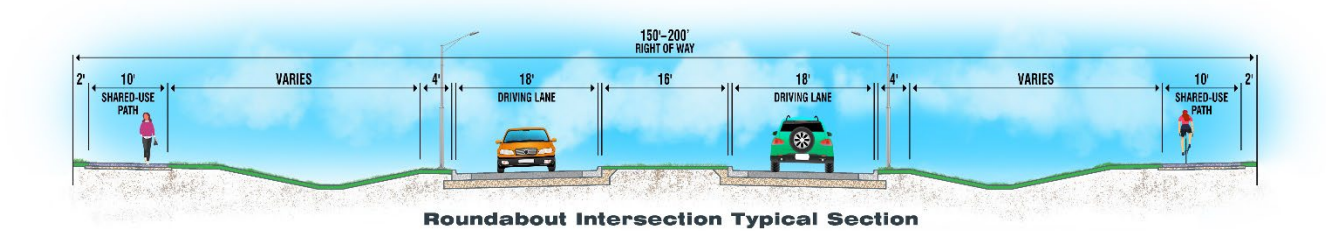


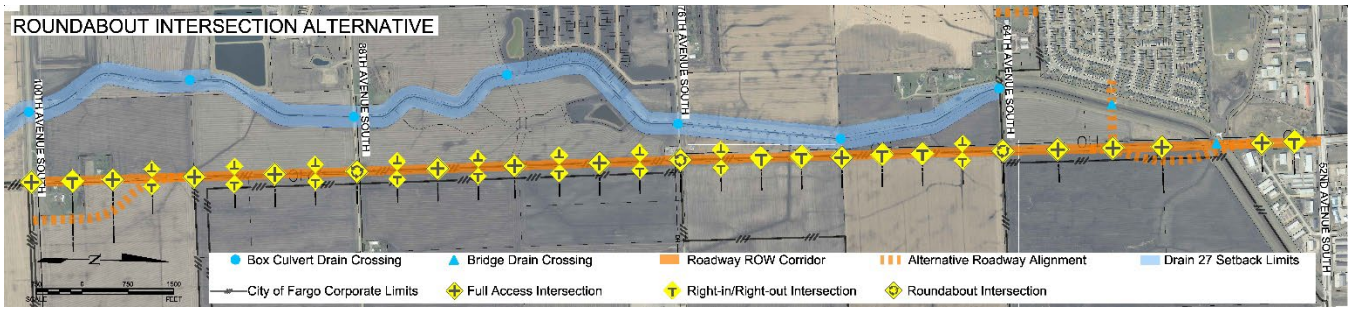
Figure 11: Roundabout Intersection Alternative Typical Section (Facing North)



Intersection Control

The Roundabout Intersection Alternative proposes roundabouts for the primary intersections at 64th Avenue South, 76th Avenue South, and 88th Avenue South. In addition to primary intersections, this alternative accounts for minor, stop-controlled intersections every 1/8th of a mile along the corridor extension. Both full-access and right-in/right-out minor intersects are proposed to support sufficient access management along the corridor. Intersection location and type for this alternative are shown in Figure 12.

Figure 12: Intersection Location and Type for the Roundabout Intersection Alternative



As previously noted, roundabouts evaluated along Veterans Boulevard at 64th Avenue South and 76th Avenue south were assumed to have single lane approaches along Veterans Boulevard and two-lane approaches along 64th Avenue South and 76th Avenue South. The roundabout at 88th Avenue South was assumed to have all single lane approaches. Thus, the 64th Avenue South and 76th Avenue South intersections are designed as 2x1 hybrid multilane roundabouts (2-lanes east-west; 1 lane north-south), and the 88th Avenue South intersection is designed as a single-lane roundabout. Planning-level design concepts for the primary intersections is shown in Figure 13, Figure 14, and Figure 15.

Figure 13: Intersection of Veterans Boulevard and 64th Avenue South

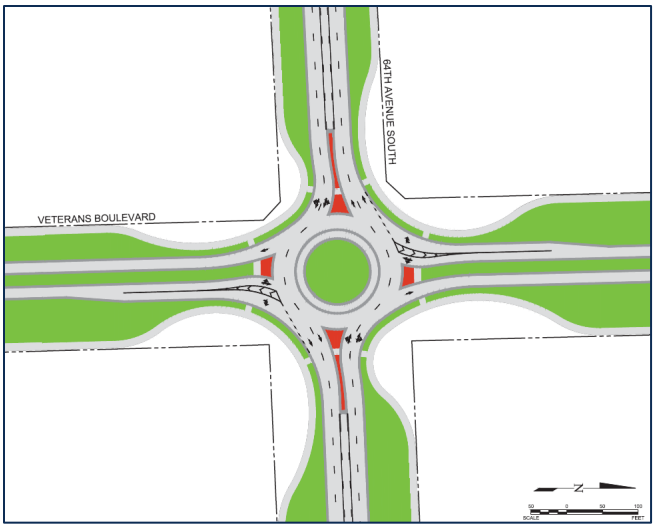


Figure 14: Intersection of Veterans Boulevard and 76th Avenue South

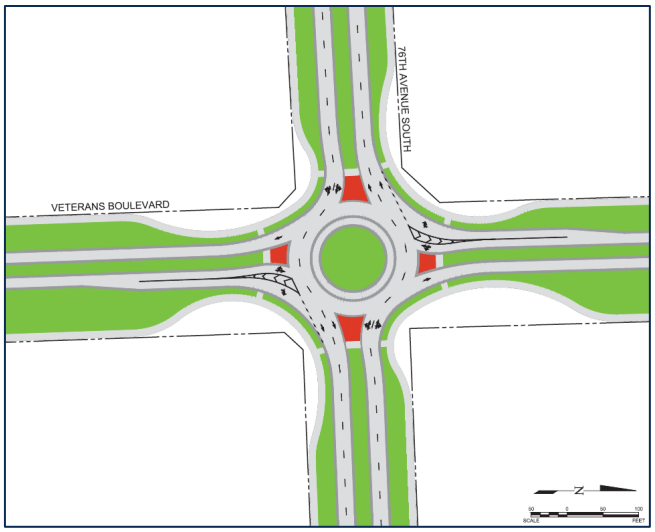
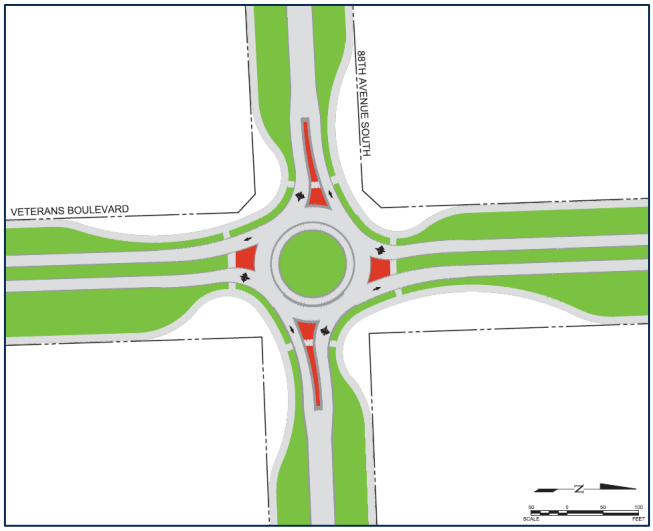


Figure 15: Intersection of Veterans Boulevard and 88th Avenue South



Modified/Variable Alternative

Roadway Section

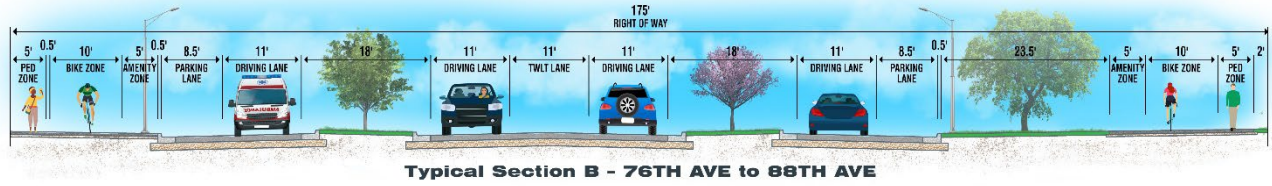
The Modified/Variable Alternative proposes three distinct roadway typical sections for different segments of the corridor extension. The different typical sections are derived from public input, previous studies, and guidance from the design team.

- **Typical Section A (52nd Avenue to 64th Avenue and 88th Avenue to 100th Avenue)** presents a three-lane roadway with one travel lane in each direction and a TWLTL. Both the travel lanes and the TWLTL lane have a width of 11 feet. This section includes a 10-foot shared-use path on each side of the corridor and has an assumed right-of-way of between 150 to 200 feet.

Figure 16: Typical Section A (Facing North)

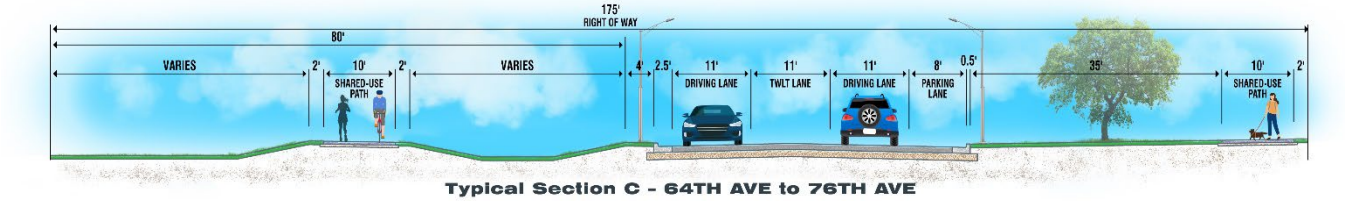
- **Typical Section B (76th Avenue to 88th Avenue)** presents a three-lane roadway with one travel lane in each direction and a TWLTL. Both the travel lanes and the TWLTL have a width of 11 feet. Frontage roads with 11-foot travel lanes and 8.5-foot parking lanes are included on both sides of the corridor. 20-foot pedestrian, bicycle, and amenity areas are included on the eastern and western edges of the corridor. This section has an assumed right-of-way of 175 feet.

Figure 17: Typical Section B (Facing North)



- **Typical Section C (64th Avenue to 76th Avenue)** presents a three-lane roadway with one travel lane in each direction and a TWLTL. Both the travel lanes and the TWLTL lane have a width of 11 feet. An 8-foot parking lane is included on the east side of the roadway, as well as 10' foot shared use paths on each side of the corridor. The roadway alignment for Typical Section C is shifted 28-feet east of the section line to allow for a larger green space on the western edge of the corridor adjacent to Drain 27. This shift maintains a large boulevard on the east side of the roadway while providing increased separation between the meandering shared-use path and the roadway on the west side of the roadway. This section has an assumed right-of-way of 175 feet.

Figure 18: Typical Section C (Facing North)



Intersection Control

The Modified/Variable Alternative proposes roundabouts for the primary intersections at 64th Avenue South, 76th Avenue South, and 88th Avenue South. In addition, this alternative accounts for minor, stop-controlled intersections every 1/8th of a mile. Along Typical Section B, three full-access intersections are located on the main roadway, with eight right-in/right-out intersections proposed for the parallel frontage roads (four on each frontage road). Intersection location and type for the Modified/Variable Alternative are shown in Figure 19. Figure 20 provides additional detail on the location and design of minor intersections, by typical section, along the corridor extension.

Figure 19: Intersection Location and Type for the Modified/Variable Alternative

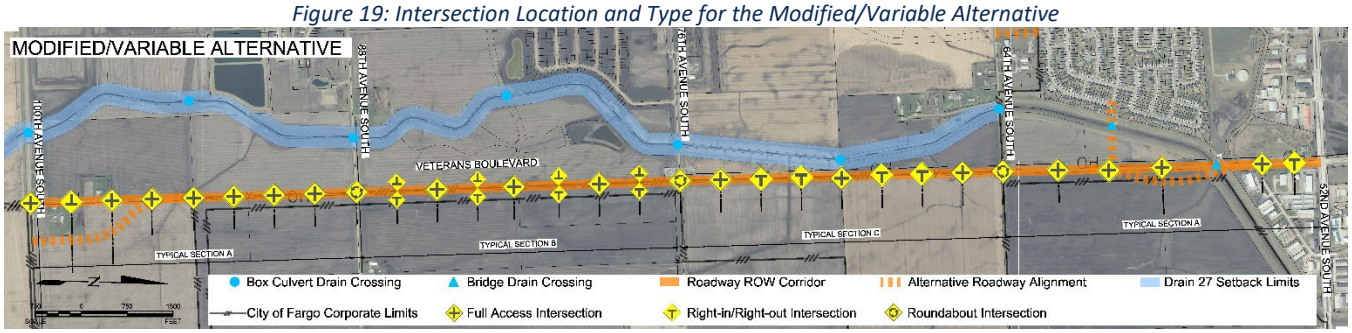
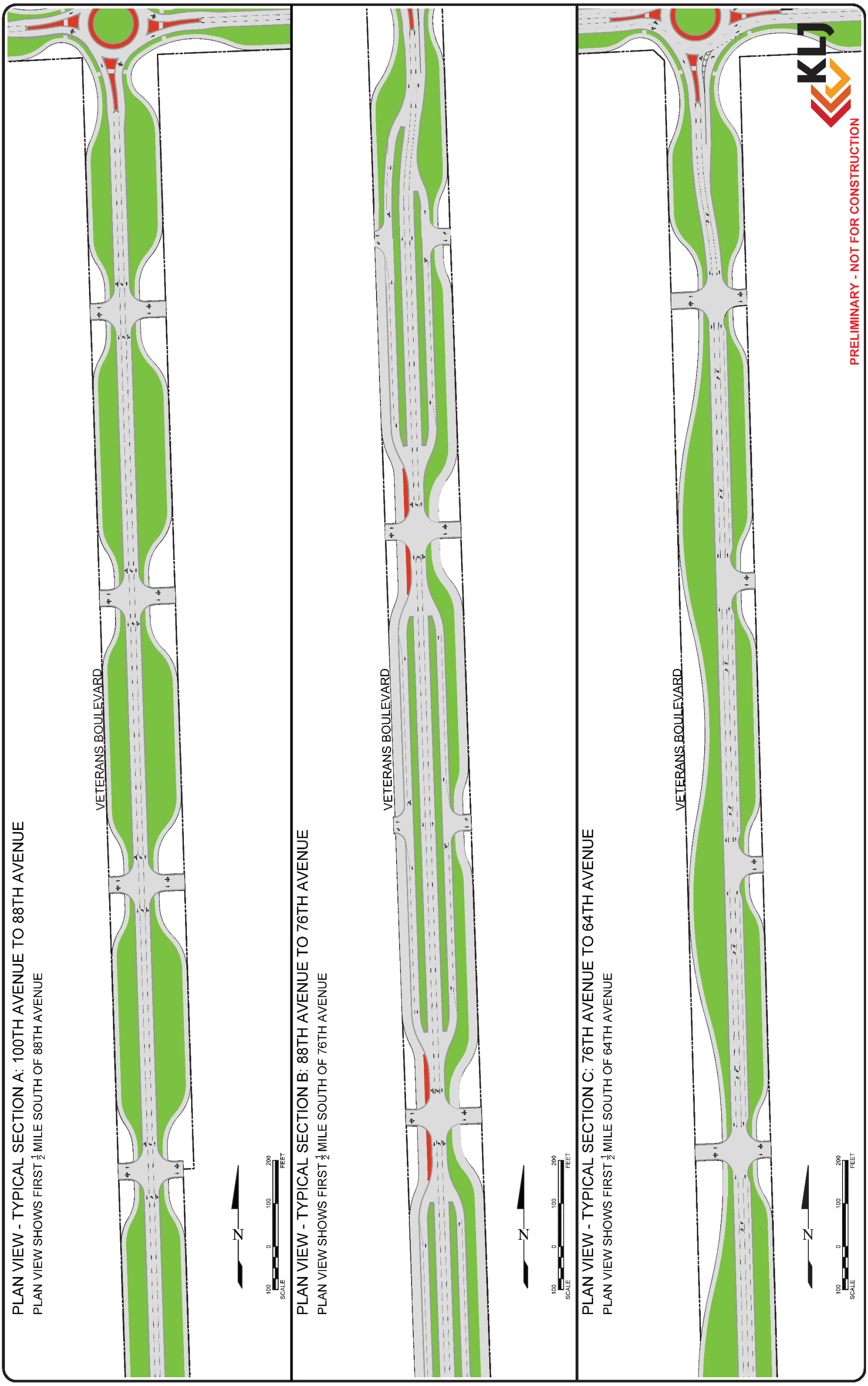


Figure 20: Location and Design of Minor Intersections by Typical Section



DEER CREEK CONNECTION

Alternatives were developed for potential new connections to the Deer Creek neighborhood. The connections would provide additional access to the neighborhood, which would help improve emergency vehicle access and reduce travel along 63rd Street South. The alternatives include:

- Extension of 59th Avenue South to Veteran's Boulevard
- Connection between 63rd Avenue South and 64th Avenue South
- Both a 59th Avenue South extension and connection between 63rd Avenue South and 64th Avenue South

The potential traffic impacts of these alternatives are analyzed in Chapter 3. The connection alternatives are shown in Figure 21. Additional detail is provided for each alternative in Figure 22.

While both the 59th Avenue and 63rd Street connections are feasible, there should be further evaluation prior to implementation. With the additional connections, comes impacts that have not been assessed such as:

- Increase speeds
- Increased headlight nuisances for homeowners
- Vertical grades were not assessed as part of this study

Due to the large area surrounding this corridor and the multi-jurisdictional boundary, it is important that pedestrian safety remain a top consideration through implementation of this study. Large attractions such as the Drain 27 Trail network and the Fargo Master Storm Water ponds will generate large amounts of pedestrian traffic. To ensure connectivity and promote safety, it may be beneficial to incorporate grade separated pedestrian crossings along the Veteran's Boulevard Extension as well as some of the arterial roadways that intersect. The below graphic incorporates information obtained during the study along with previous studies that have been completed to identify pedestrian attractions, proposed pedestrian routes, and possible areas to incorporate grade separated crossings.

These grade separated crossings could be above or below the existing roadway. Things to consider during the design of these facilities include:

- Storm water drainage
- Overhead utilities
- Roadway grades/sight distances

Figure 21: Location of Deer Creek Connection Alternatives

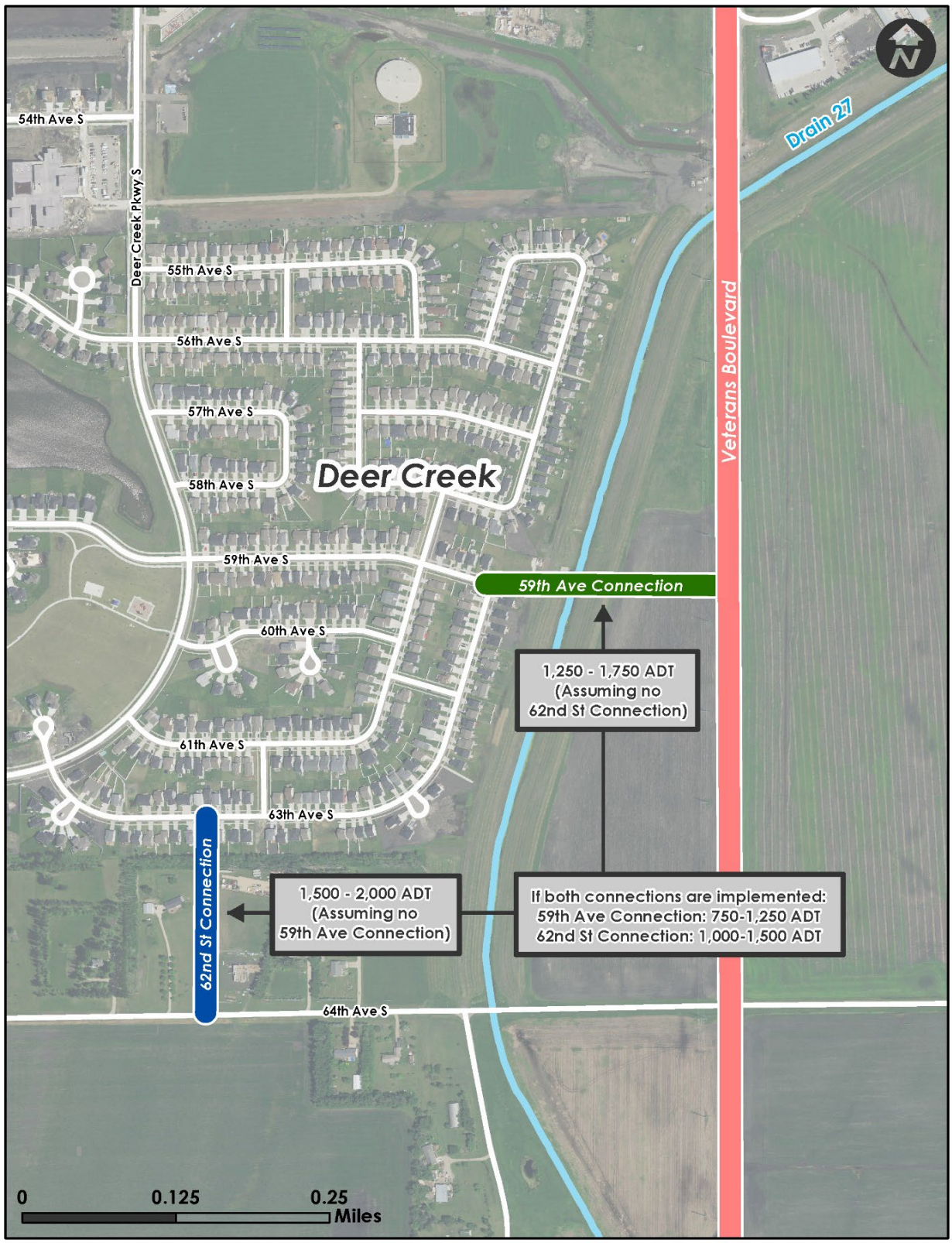


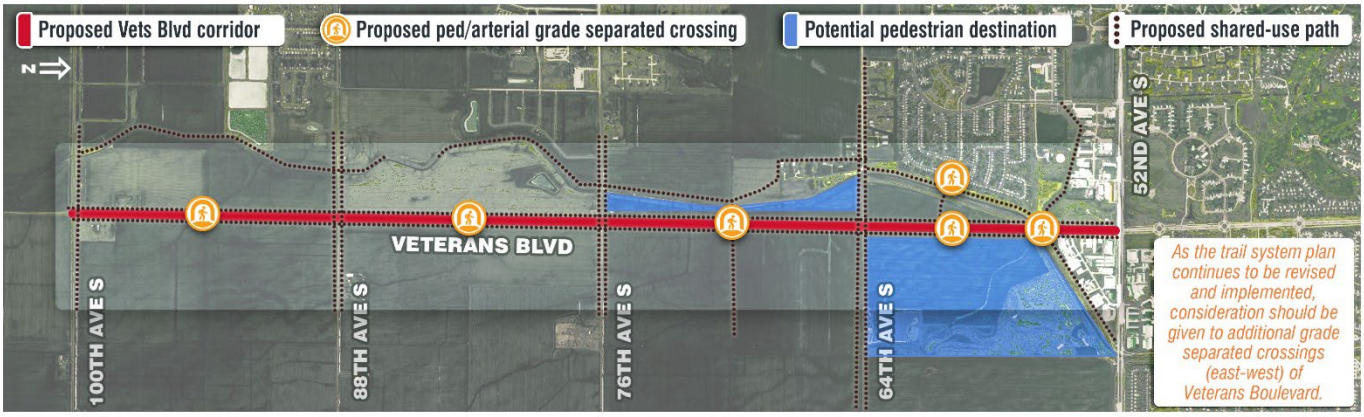
Figure 22: Deer Creek Connection Alternatives Detail

INTEGRATING ACTIVE TRANSPORTATION

Active transportation infrastructure was considered in each of the corridor level options developed for the Veterans Boulevard Corridor Extension. The project team consulted with recent and ongoing planning with in both the City of Fargo and City of Horace when evaluating and developing recommendations for both bicycle and pedestrian facilities.

Beyond corridor level layouts, an area wide strategy plan was developed and shown below. This demonstrates the larger vision for ensuring bicycle and pedestrian mobility throughout the study area. The emphasis is on a regional network of trails and pathways and ensuring grade separated pedestrian crossings along arterials, especially for east-west travel patterns.

Figure 23, Future Bicycle and Pedestrian System Considerations



PUBLIC INPUT

As part of the study's public engagement effort, community members were asked to provide input on the Veterans Boulevard extension alternatives and the Deer Creek connection alternatives. This phase of public engagement was conducted from June through August 2021, and was hosted on the project website, where participants were able to access project information and respond to a survey regarding the alternatives. In total, 29 unique stakeholders completed the survey.

Veterans Boulevard Extension Alternatives

For each corridor alternative, participants were asked to rate their degree of preference from "Strongly Oppose" to "Strongly Prefer." Participants were also invited to submit comments to express their opinions in more detail.

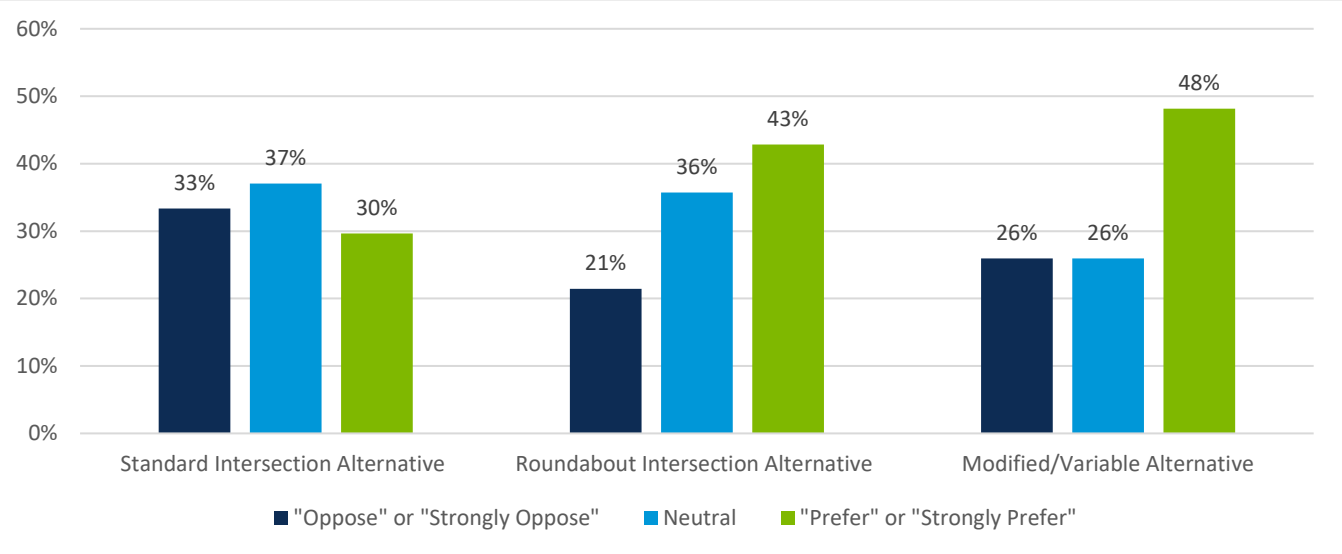
Survey results showed the Modified/Variable Alternative to have the most support among respondents, with 48 percent of participants preferring or strongly preferring this alternative. 43 percent of respondents prefer or strongly prefer the Roundabout Intersection Alternative, while less than a third of respondents prefer or strongly prefer the Standard Intersection Alternative.

Participants expressed the most opposition to the Standard Intersection Alternative, with 33 percent of respondents opposing or strongly opposing this alternative. Over a quarter of respondents oppose or strongly oppose the Modified/Variable Alternative, with just over a fifth of respondents opposing or strongly opposing the Roundabout Intersection Alternative. The Modified/Variable Alternative is the most polarizing option, with considerable degrees of both support and opposition, and the lowest relative portion of respondents having a neutral stance.

Comments submitted by respondents expressed a wide range of opinions on the corridor alternatives. One common theme was opposition to roundabouts due to the perception that they are difficult to use/maneuver and generally not appropriate for the corridor. However, some participants expressed the opinion that roundabouts are an effective choice. Several respondents praised the green space and bike/pedestrian facilitates proposed for the Modified/Variable Alternative.

A summary of preference responses is provided in Figure 24.

Figure 24: Comparison of Preference Responses for Corridor Extension Alternatives



Deer Creek Connection Alternatives

For each Deer Creek connection alternative, participants were asked to rate their degree of preference from "Strongly Oppose" to "Strongly Prefer." Participants were also invited to submit comments to express their views in more detail.

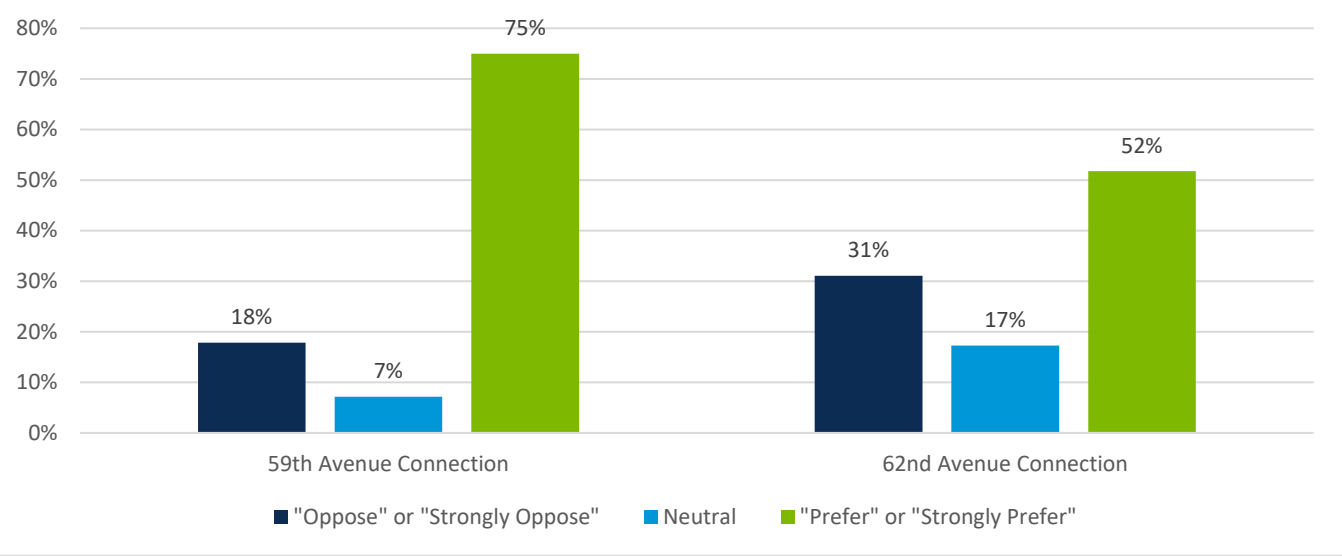
Survey results showed the 59th Avenue Connection to have the most support among respondents, with 75 percent of responses expressing a preference or a strong preference for this alternative. In comparison, 52 percent of respondents indicated a preference or a strong preference for the 62nd Street Connection alternative.

Over 30 percent of respondents oppose or strongly oppose the 62nd Avenue Connection alternative. In contrast, 18 percent of participants oppose or strongly oppose the 59th Avenue Connection alternative.

Comments submitted by respondents expressed roughly even support for the two Deer Creek connection alternatives. Some respondents expressed support for implementing both alternatives. Comments in support of the 62nd Street Connection expressed that this would be the safer option because it would avoid direct traffic from Veterans Boulevard. Comments in support of the 59th Avenue Connection referenced more direct access to Veterans Boulevard and generally shorter travel times to and from the neighborhood.

Postcards soliciting input and survey results were mailed to 550 properties within the Deer Creek neighborhood. All residences east of 63rd Street received postcards, comprising roughly half of Deer Creek neighborhood properties. A summary of preference responses is provided in Figure 25.

Figure 25: Comparison of Preference Responses for Deer Creek Connection Alternatives



Cost Estimate Summary

Planning-level cost estimates were developed to aid in the evaluation of alternatives and support future project phasing and implementation. Cost estimates were prepared for the Veterans Boulevard extension alternatives, the Deer Creek connection alternatives, and the improvements to existing Veterans Boulevard intersections from 52nd Avenue to 40th Avenue. Cost estimates are summarized in Table 1.

Table 1: Planning-Level Cost Estimates

Veterans Boulevard - 100th Avenue to 52nd Avenue			
Roadway Segment/Intersection	Alternative		
	Standard	Roundabout	Modified/Variable
100th to 88th	$ 8,660,000	$8,590,000	$8,450,000
88th Ave Intersection	$1,816,000	$ 1,410,000	$ 1,500,000
88th to 76th	$ 8,130,000	$8,040,000	$12,640,000
76th Ave Intersection	$2,133,000	$ 2,080,000	$ 1,780,000
76th to 64th	$ 8,080,000	$7,740,000	$8,250,000
64th Ave Intersection	$2,041,000	$ 1,990,000	$ 2,100,000
64th to 52nd	$11,920,000	$11,590,000	$11,440,000
Total	***$42,780,000***	***$41,440,000***	***$46,160,000***

Veterans Boulevard - 52nd Avenue to 40th Avenue Intersection Revisions			
Intersection	Roundabout Revisions		Turn Lane Addition
	150' Diameter	180' Diameter	
51st Ave	$566,000	$899,000	NA
48th Ave	$657,000	$981,000	NA
44th Ave	$521,000	$1,064,000	NA
40th Ave	NA	NA	$374,000

Deer Creek Connections	
59th Ave Extension	$3,638,000
62nd Street Extension	$598,000

Implementation Analysis Background

Following the completion of the initial phase of the Veterans Boulevard Corridor Extension Study, Metro COG approved additional analysis to support more detailed implementation planning and phasing for the Veterans Boulevard Corridor Extension study area. This additional phase of analysis was focused on understanding a detailed implementation plan for improvements along both a future extension of Veterans Boulevard and adjacent study corridors through the year 2035. This memorandum is a summary of the analysis and resulting recommendations.

The goal of these 2035 Implementation Plan model scenarios was to better understand how various programmed or committed roadway segments influence traffic volumes along several study area corridors. The focus was on understanding a series of best fit investments through the year 2035 to compliment a series of shorter term programmed or committed projects planned in the study area.

The Implementation Plan focuses specifically on Sheyenne Street, CR 17, 76th Avenue, 45th Street, and 64th Avenue. Emphasis was put on determining the level of investment needed both for the extension of Veterans Boulevard south of 52nd Avenue, and for the two additional miles of Veterans Boulevard south of 64th Avenue to support study area development trends and projected travel patterns.

Implementation Analysis

Using 2035 build condition model results, an implementation analysis was completed for a series of corridors within relative proximity to the Veterans Boulevard Corridor. The analysis develops an infrastructure phasing plan both for Veterans Boulevard as well as several interrelated corridors within the general study area.

A set of corridor level planning recommendations are developed for the following corridors:

- Veterans Boulevard – 52nd Avenue to 88th Avenue
- Sheyenne Street/County Road 17 – 40th Avenue to 88th Avenue
- 45th Street – 52nd Avenue to 76th Avenue
- 64th Avenue – I-29 to Country Road 17
- 76th Avenue – I-29 to Veterans Boulevard
- 88th Avenue – Veterans Boulevard to County Road 17

Figure 26: Implementation & Phasing Strategy

METROCOG Fargo-Moorhead Metropolitan Council of Governments

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To: Metro COG Policy Board
From: Dan Farnsworth, Transportation Planner
Date: March 11, 2022
Re: **2022 Bicycle & Pedestrian Count Report**

Over the years Metro COG has counted bicycle and pedestrian traffic throughout the Fargo-Moorhead Metro Area. In 2013 Metro COG started an annual program consistently counting bicycle and pedestrian traffic along roadways, paths, and at intersections across the Metro Area. These counts are performed manually and occur once a year in September.

In addition, Metro COG has five automated bicycle and pedestrian counters which have been counting trail and sidewalk users since 2014. These counters collect data 24 hours a day, 365 days a year.

Every few years, Metro COG compiles the data from both the manual counts and automated counters and develops a report. The purpose of the report is to provide data regarding local bicycle and pedestrian activity to the public, elected officials, interested persons, parks departments, local planners and engineers, and more. This information also informs Metro COG of bicycle and pedestrian usage throughout our planning area. In some cases, the data is thorough and on-going, due to the use of counting equipment installed along the facility. In other cases, the date is simply a snapshot of a certain day of the year. Guidance is used from the National Bicycle and Pedestrian Documentation Project (www.bikepeddocumentation.org) when counting bicycle and pedestrian traffic. Metro COG has submitted the count data to this organization for use and research in their national database.

Attached is the 2022 Bicycle and Pedestrian Count Report. This report includes all count data from 2013 through 2021.

One of the comments from the Transportation Technical Committee (TTC) at their March 10, 2022 meeting, is that they can work with Metro COG on future construction projects to identify optimal placement for future automated bicycle/pedestrian counting equipment, and have that equipment installed with construction projects. In most cases, this would be a more cost-effective approach than installing the equipment within or along existing trails.

For more information regarding these counts, or to request the raw bicycle & pedestrian count data, don't hesitate to contact Dan Farnsworth at 701-532-5106 or farnsworth@fmmetrocog.org.

2022
Bicycle and Pedestrian Count Report

Counts located in: West Fargo, Fargo, Moorhead, Dilworth
Data from 2013—2021

Prepared by:
The Fargo-Moorhead Metropolitan Council of Governments

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

March, 2022

2022 Bicycle and Pedestrian Count Report

Report background

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is the designated metropolitan planning organization for the Fargo-Moorhead metro area. A major responsibility of Metro COG's efforts is transportation planning which includes planning for bicycle and pedestrian facilities. Understanding the demand for bicycle and pedestrian facilities allows local units of government and Metro COG to plan for future bicycle and pedestrian use in the area. This report details both manual and automated counts taken since 2013 and 2014 respectively.

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Automated Counts

2014—2021

Automated Counts

Metro COG Counters

A total of five automated counters are placed at various locations in the Fargo-Moorhead Metro Area. The five counters are TRAFx G3 Infrared Trail Counters. However three of the five TRAFx counters were replaced in the fall of 2021 with the more modern EcoCounters (MULTI system at two locations and PYRO-Box at one location). Below is a description of the counter locations.

- Broadway west sidewalk just south of 2nd Ave N, Downtown Fargo
- Eagle Run Neighborhood Trail between Rendezvous Park and 9th St W, West Fargo
- Lindenwood Park / Gooseberry Park bicycle & pedestrian bridge, Fargo/Moorhead
- Milwaukee Trail between 35th Ave S and 37th Ave S, Fargo
- Oak Grove Park / Memorial Park bicycle & pedestrian bridge, Fargo/Moorhead

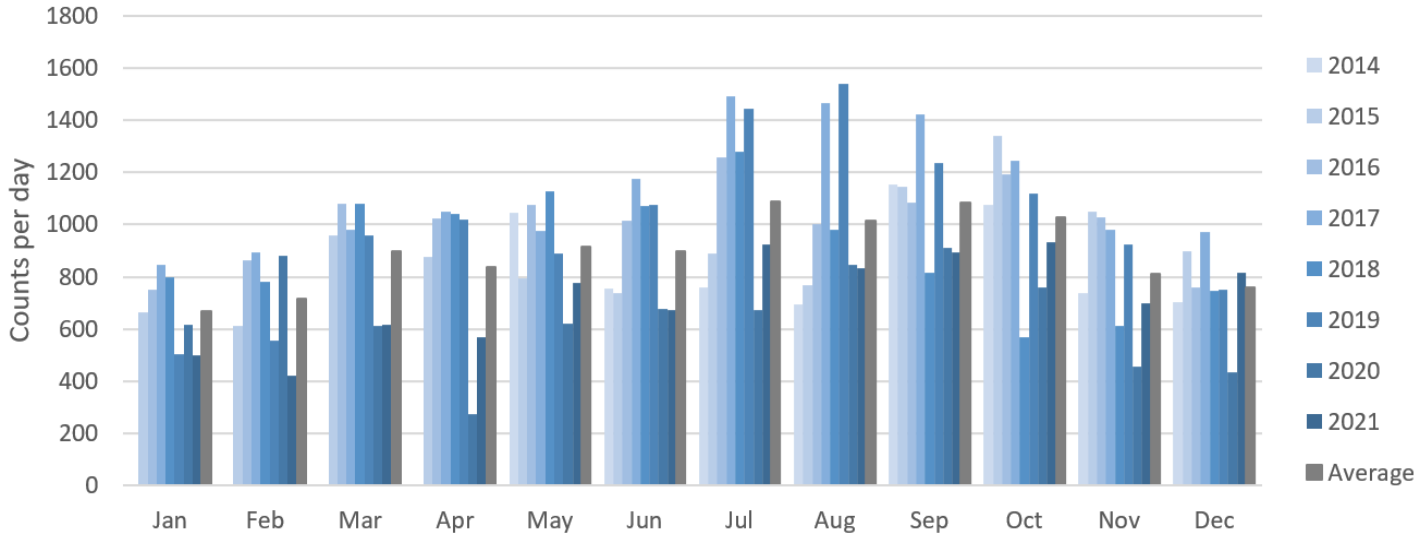
These counters count passer-byers 7 days a week, 24 hours a day, 365 days a year. It is important to note that these counters are not capable of differentiating between bicyclists and pedestrians. In addition, if two or more people are walking/biking side-by-side, the counter often records the group as one individual. Therefore, actual counts are higher than recorded. In 2020 Metro COG conducted a study to determine how many people actually passed by a counter versus the number recorded by the counter. The counter located along the Milwaukee Trail showed that 1.44 times more people actually passed by the counter than were recorded. The counter located on Broadway showed 1.77 times more people passed by than were recorded by the counter. Since not all automated counters were studied, and for data consistency, these multipliers are not incorporated in the data shown in this report.

MnDOT Counter

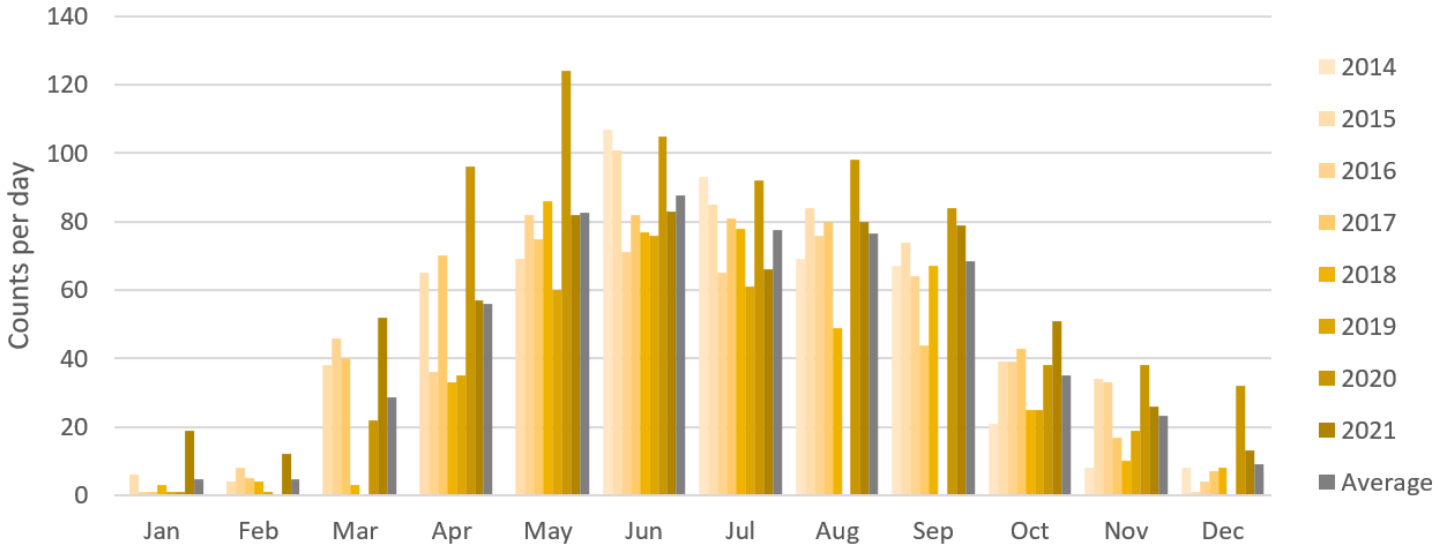
The Minnesota Department of Transportation (MnDOT) installed an automated counter in 2016 when the I-94 interchange at 8th St (US 75) was reconstructed. The counter is made by EcoCounter and uses both infrared technology and inductive pavement loop detection, allowing the counter to differentiate between bicycles and pedestrians. In addition, this counter is capable of detecting both directions of travel on the path. This counter is located on & along the shared use path on the east side of 8th St just north of the I-94 westbound off-ramp. The counter is one of 27 bicycle/pedestrian counters located across Minnesota.

The following pages show the monthly count data per counter along with an overall comparison of counts per location annually.

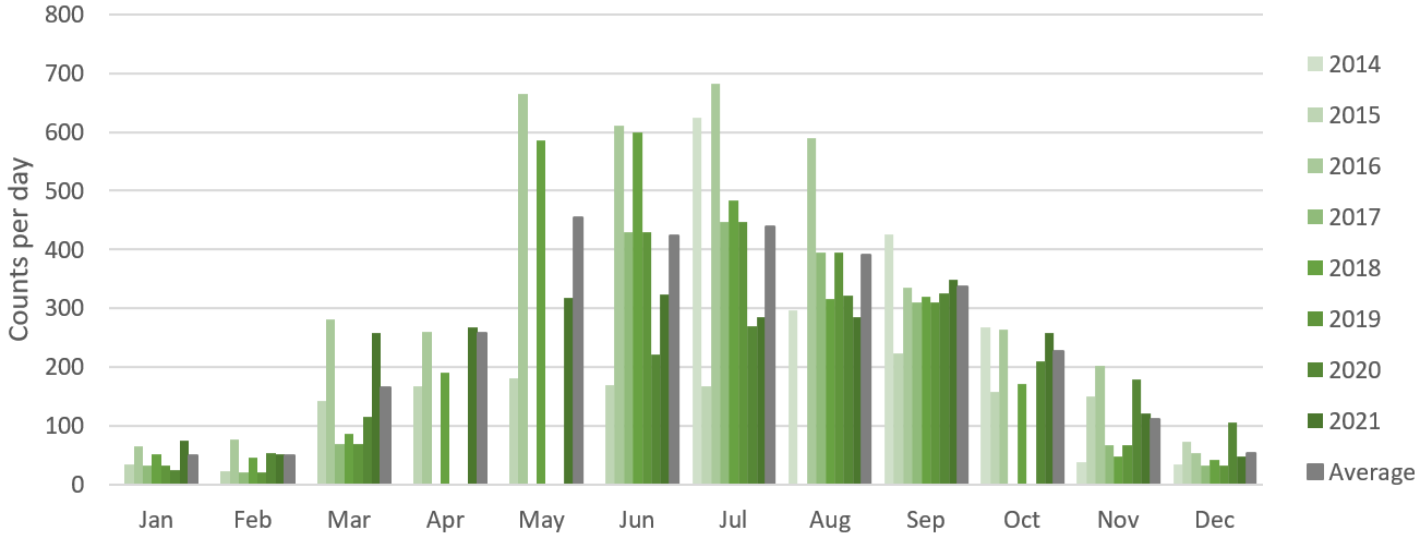
Broadway Sidewalk - Just S. of 2nd Ave N

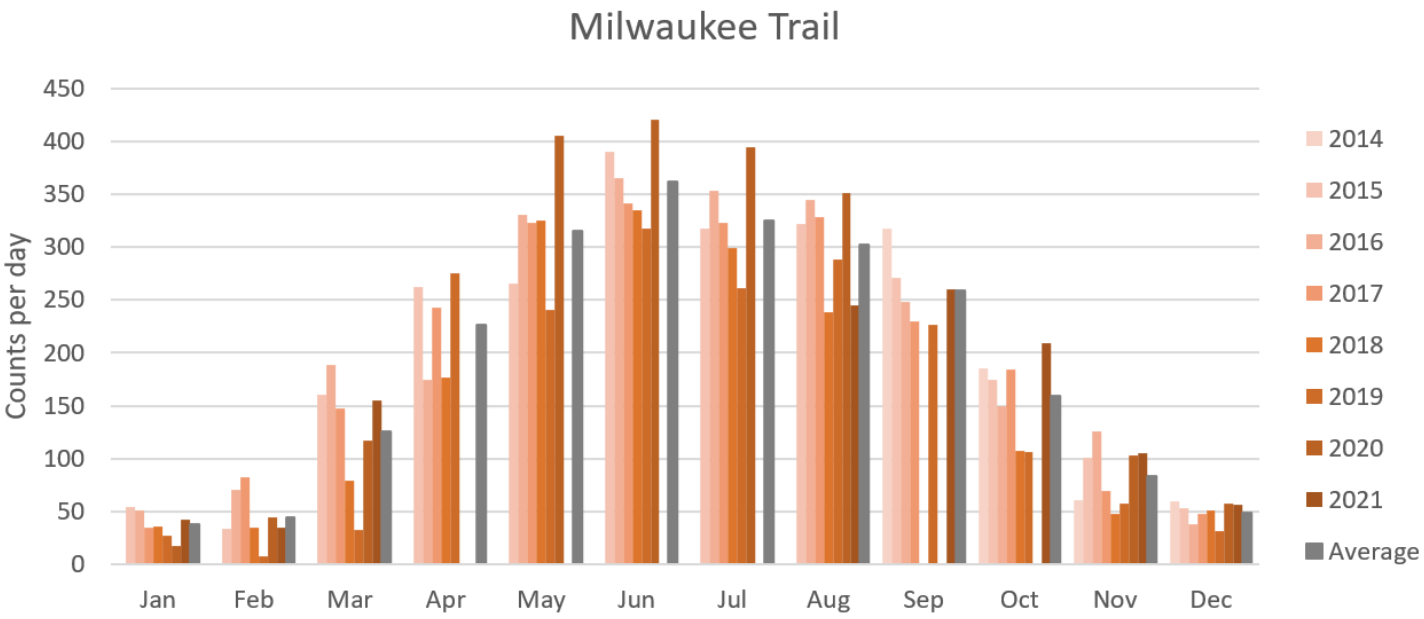


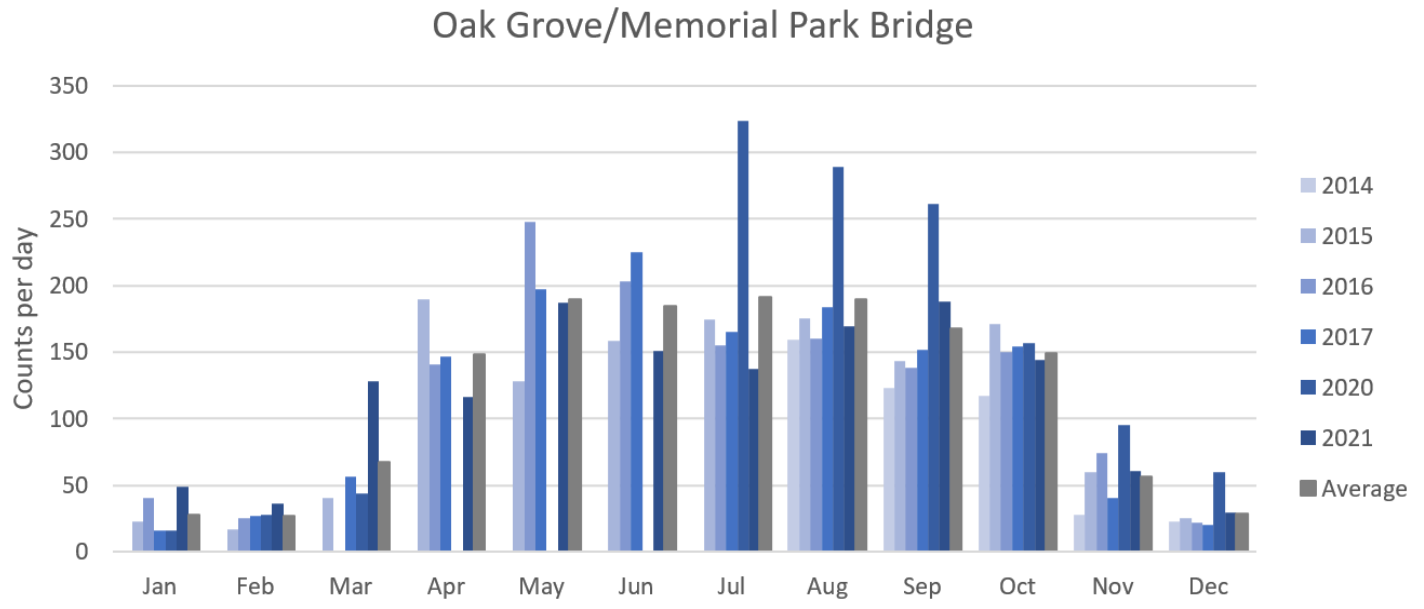
Eagle Run Trail

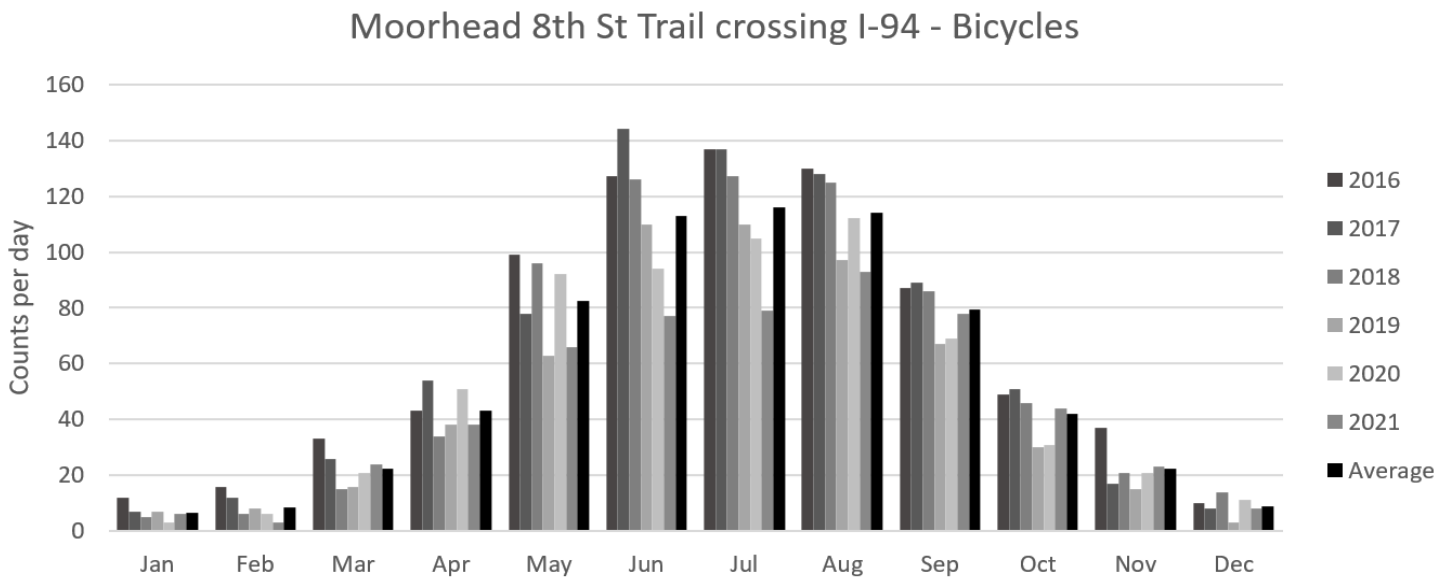


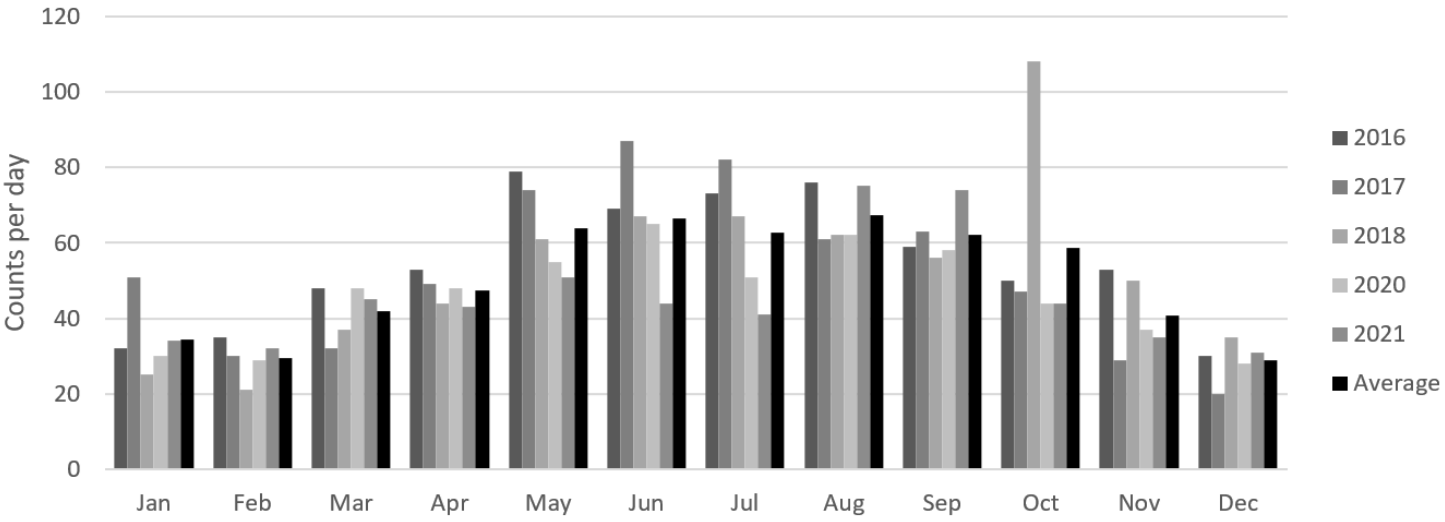
Lindenwood/Gooseberry Park Bridge

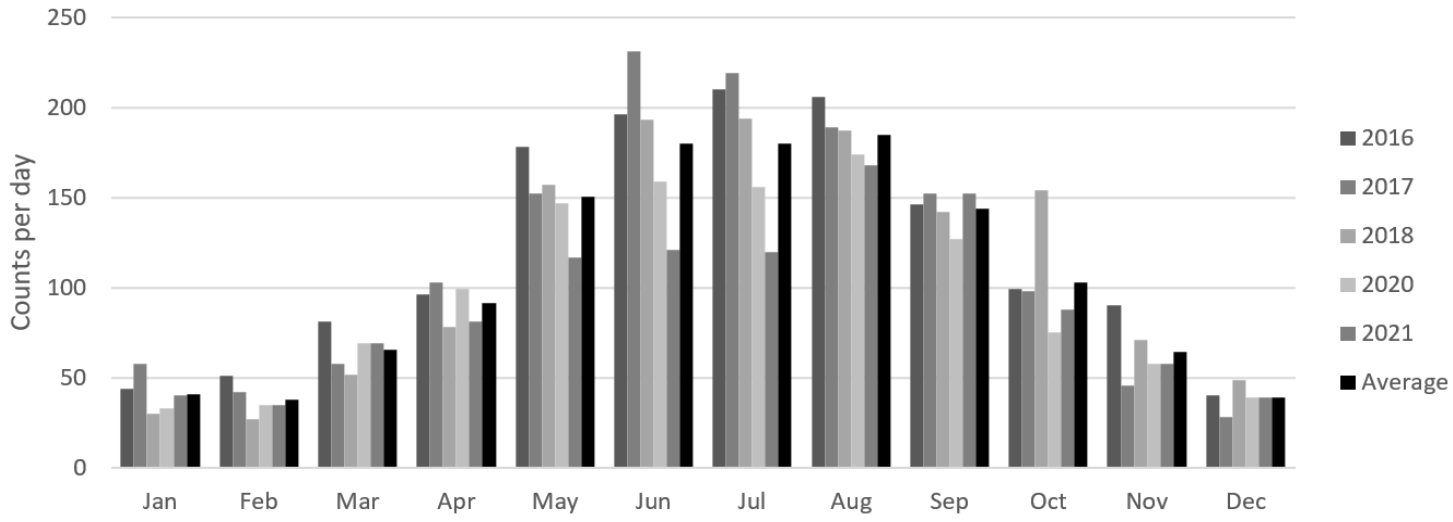


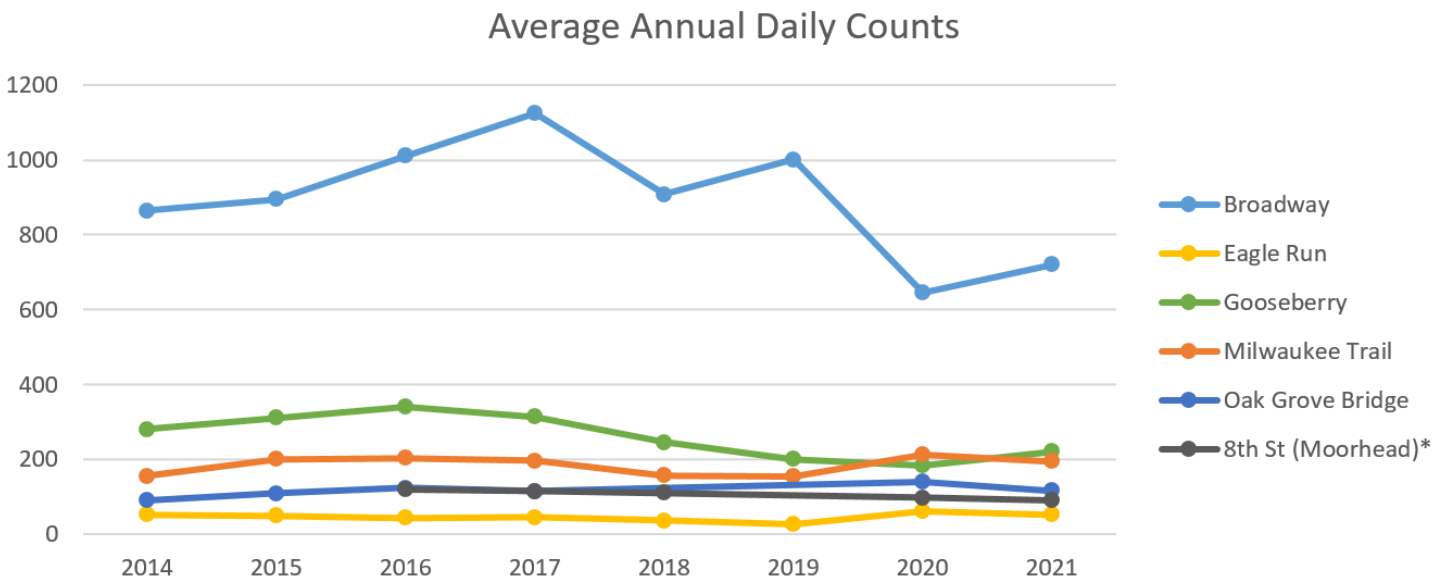

Milwaukee Trail
Counts per day
450
400
350
300
250
200
150
100
50
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
2014
2015
2016
2017
2018
2019
2020
2021
Average


Oak Grove/Memorial Park Bridge
Counts per day
350
300
250
200
150
100
50
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
2014
2015
2016
2017
2020
2021
Average


Moorhead 8th St Trail crossing I-94 - Bicycles
Counts per day
160
140
120
100
80
60
40
20
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
2016
2017
2018
2019
2020
2021
Average


Moorhead 8th St Trail crossing I-94 - Pedestrians
Counts per day
120
100
80
60
40
20
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
2016
2017
2018
2020
2021
Average


Moorhead 8th St Trail crossing I-94 - Bike & Pedestrians
Counts per day
250
200
150
100
50
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
2016
2017
2018
2020
2021
Average



* Includes both bicycle & pedestrian counts

Average Annual Daily Counts									
	2014	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Average (2014-2021)**
Broadway	865	894	1011	1124	908	1001	646	721	896
Eagle Run Trail	53	50	44	45	37	28	61	52	46
Gooseberry Bridge	281	311	341	315	245	201	183	220	262
Milwaukee Trail	156	200	203	196	157	156	212	195	184
Oak Grove Bridge	90	109	123	115	-	-	142	116	116
8th St (Moorhead)*	-	-	120	115	111	-	98	91	107
**Includes both bicycle & pedestrian counts*									

Manual Counts

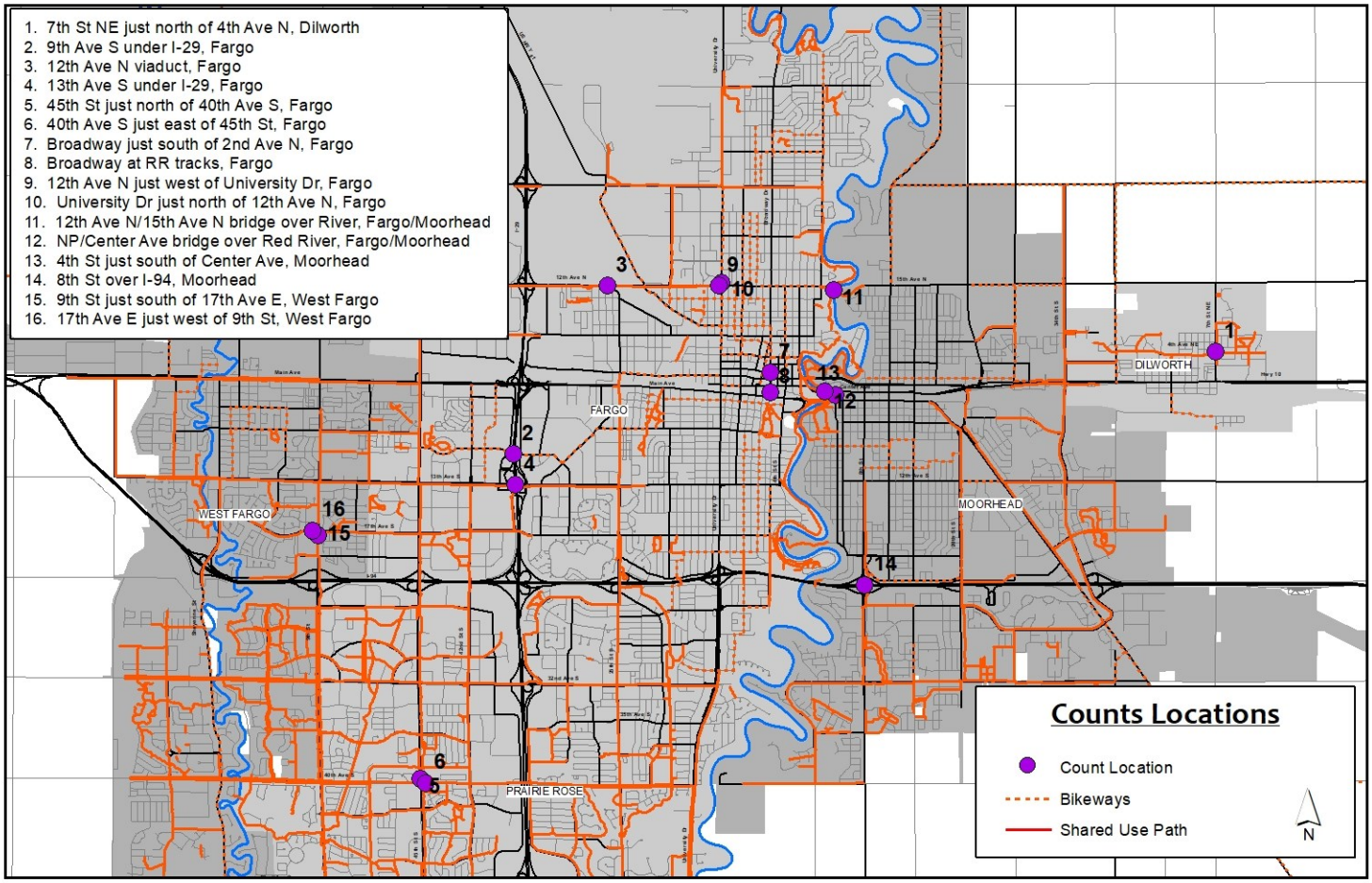
2013—2021

Manual Counts

Manual counts are conducted once a year for a four-hour period on a typical weekday in September (Note: locations near NDSU campus are counted for a five–hour period). Based on availability of staff and resources some locations are counted for two consecutive weekdays to increase accuracy. The counts are taken at 16 locations in the Fargo-Moorhead Metro Area. These counts differentiate between pedestrians, bicyclists on the path/sidewalk, and bicyclists on the street where applicable. Poor weather conditions are avoided in order to provide a consistent count platform. However, variations in weather do occur which likely have some affect on the number of bicyclists and pedestrian from year to year.

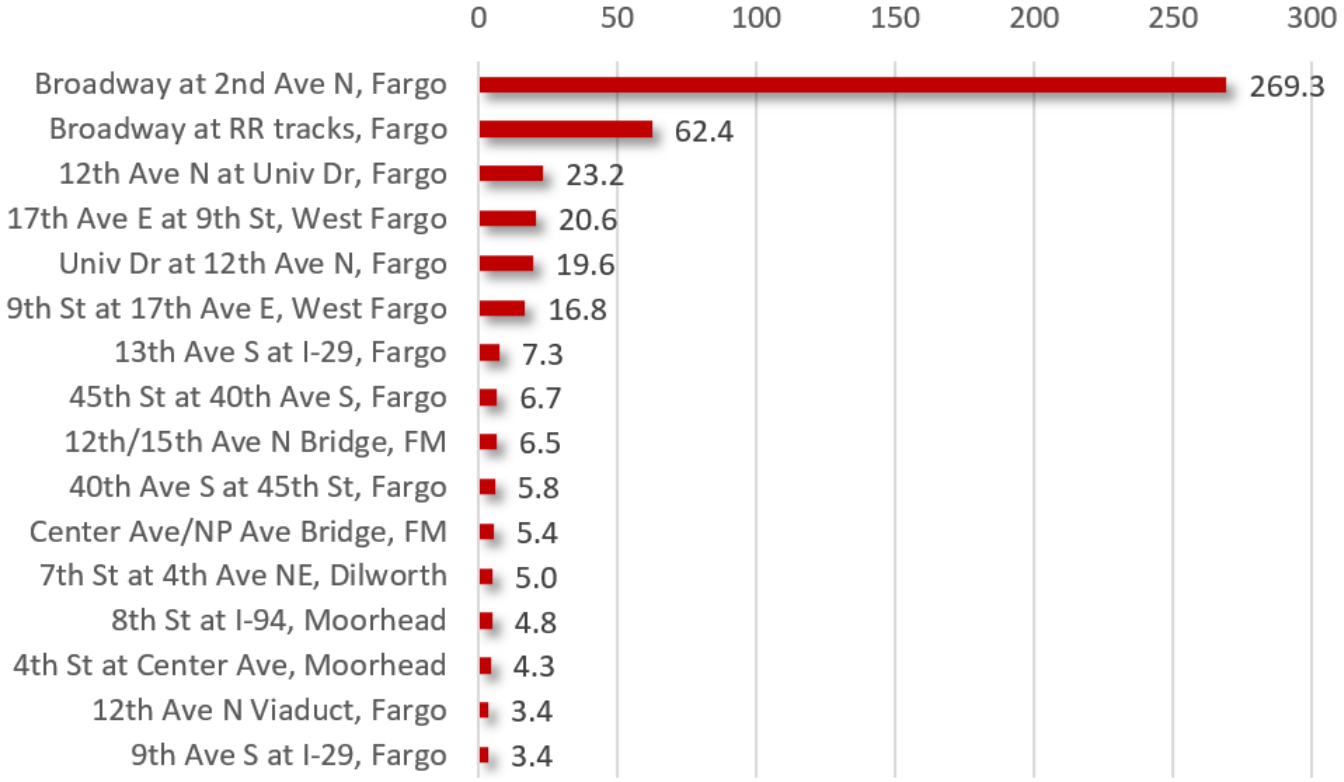
The count data shown in this section of the report includes years 2013 through 2020, however several locations may not include all years due to previous counting mythology, construction, or equipment failure. Below is a map showing the location of each manual count:

Manual Count Locations

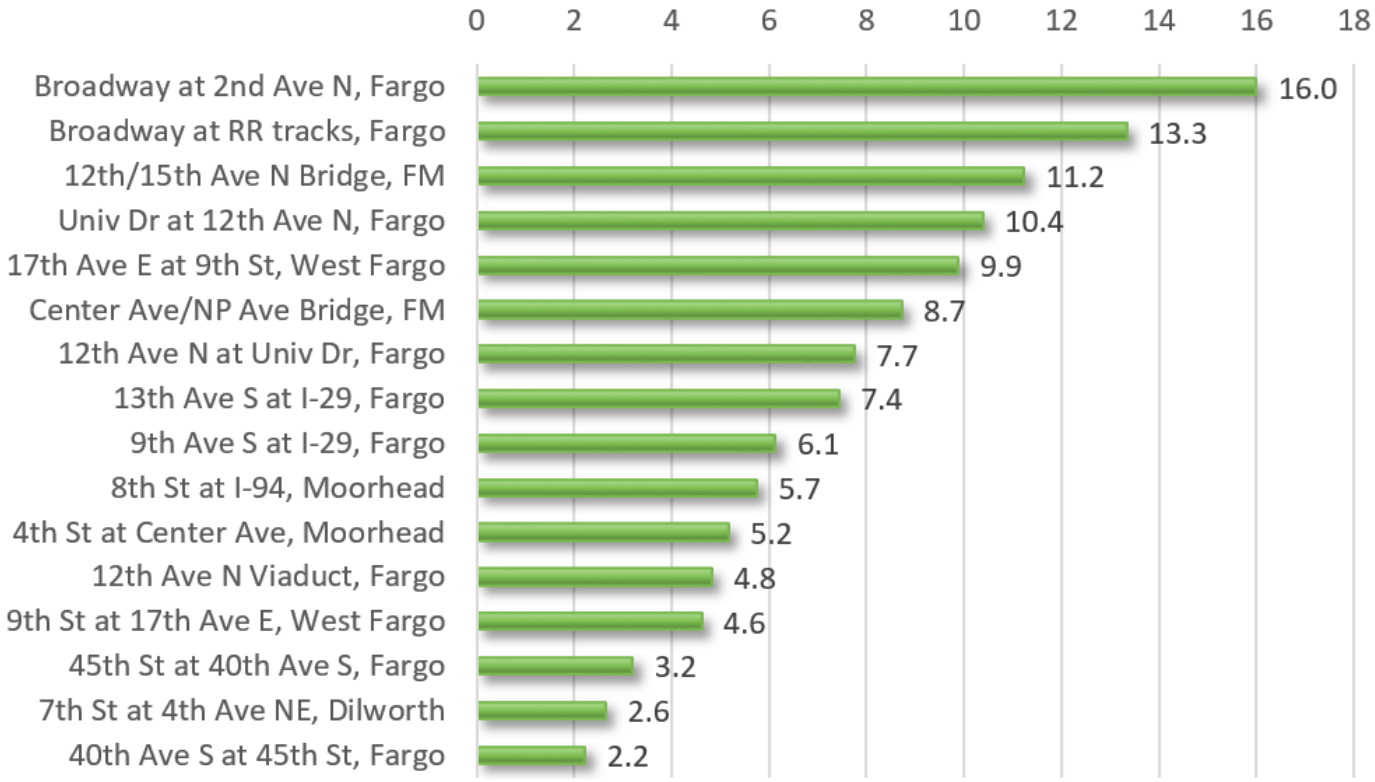


The following pages show the manual bicycle and pedestrian count data for the years 2013 through 2021.

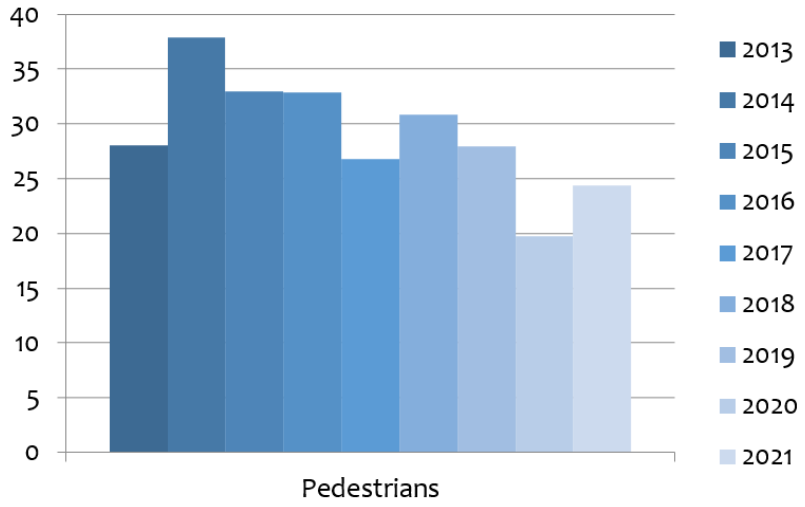
Pedestrians per hour (Average of years 2013 - 2021)



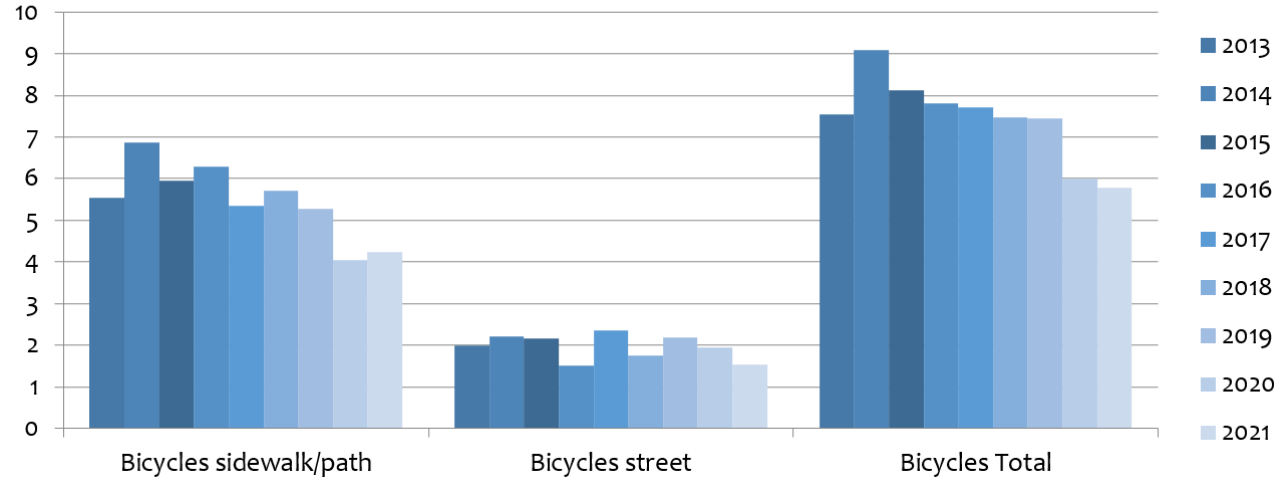
Bicycles per hour (Average of years 2013 - 2021)



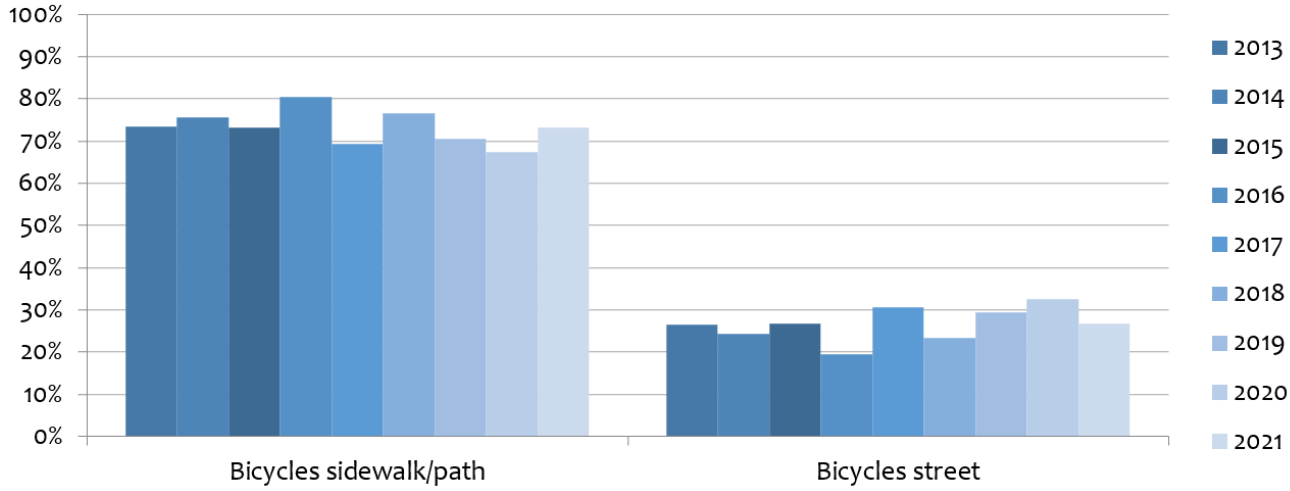
Pedestrian counts per hour by year (average of all locations)



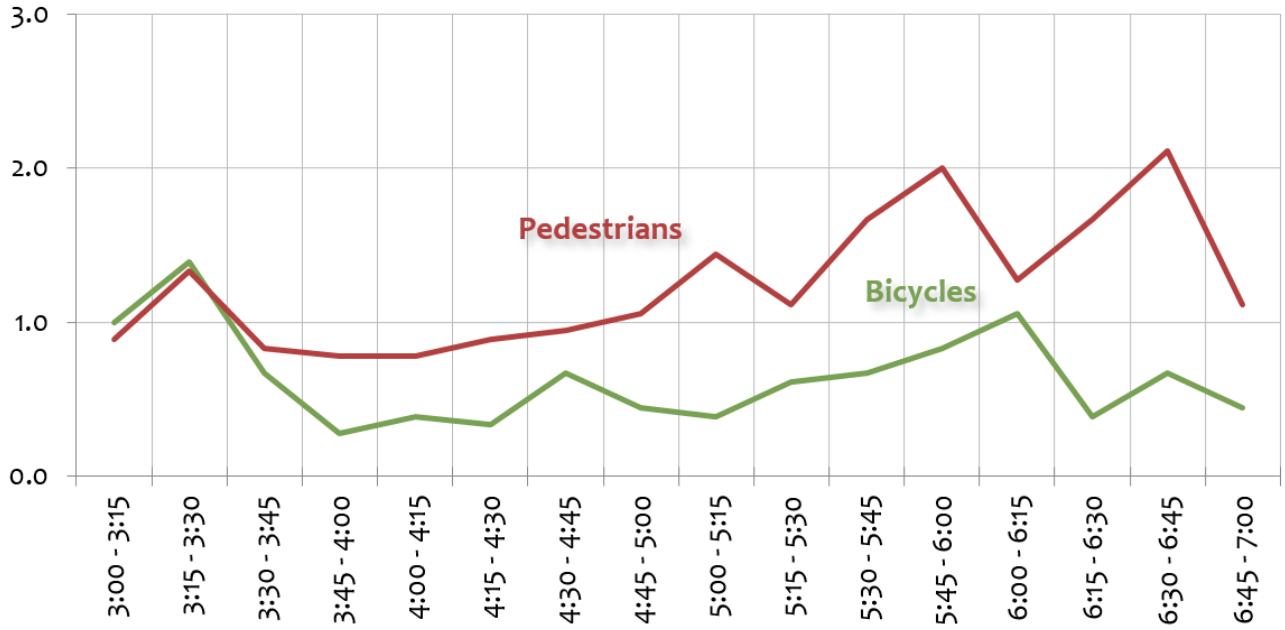
Bicycle counts per hour by year (average of all locations)

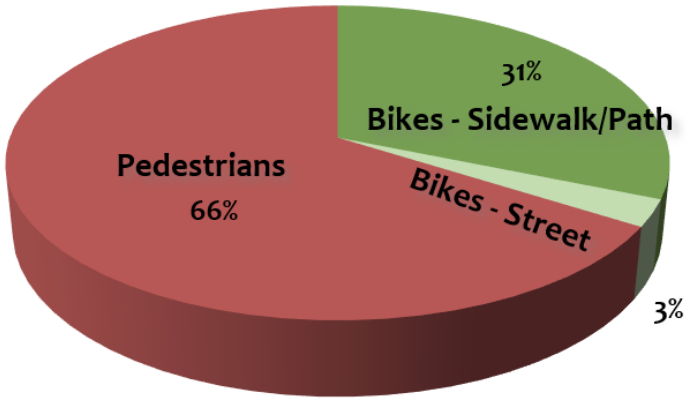


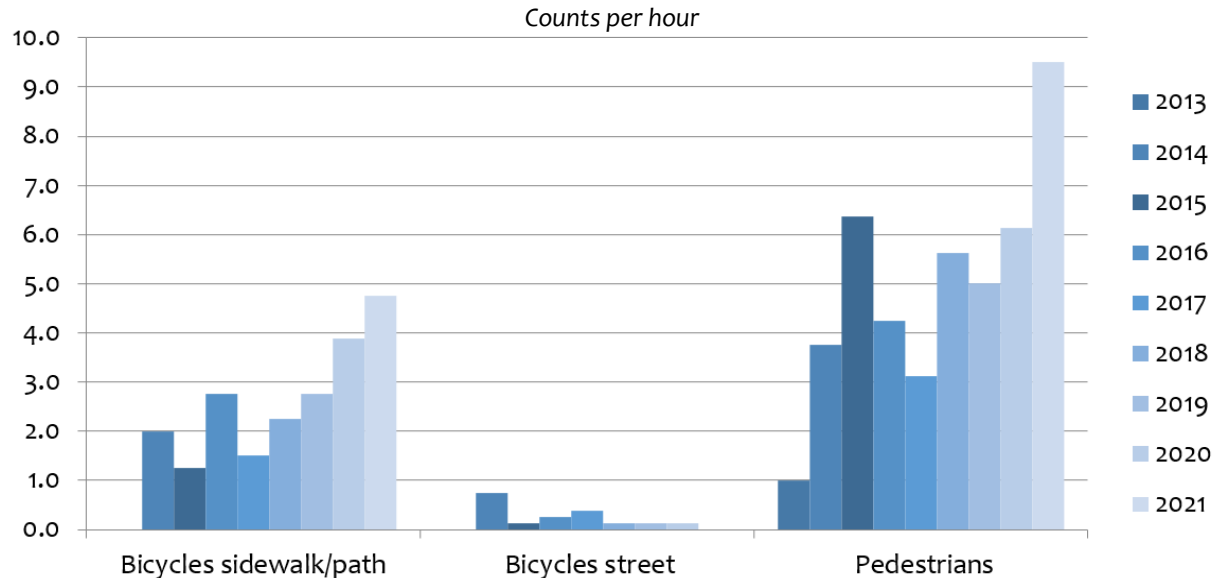
% of bikes on sidewalk/path vs. bikes on street (average of all locations)



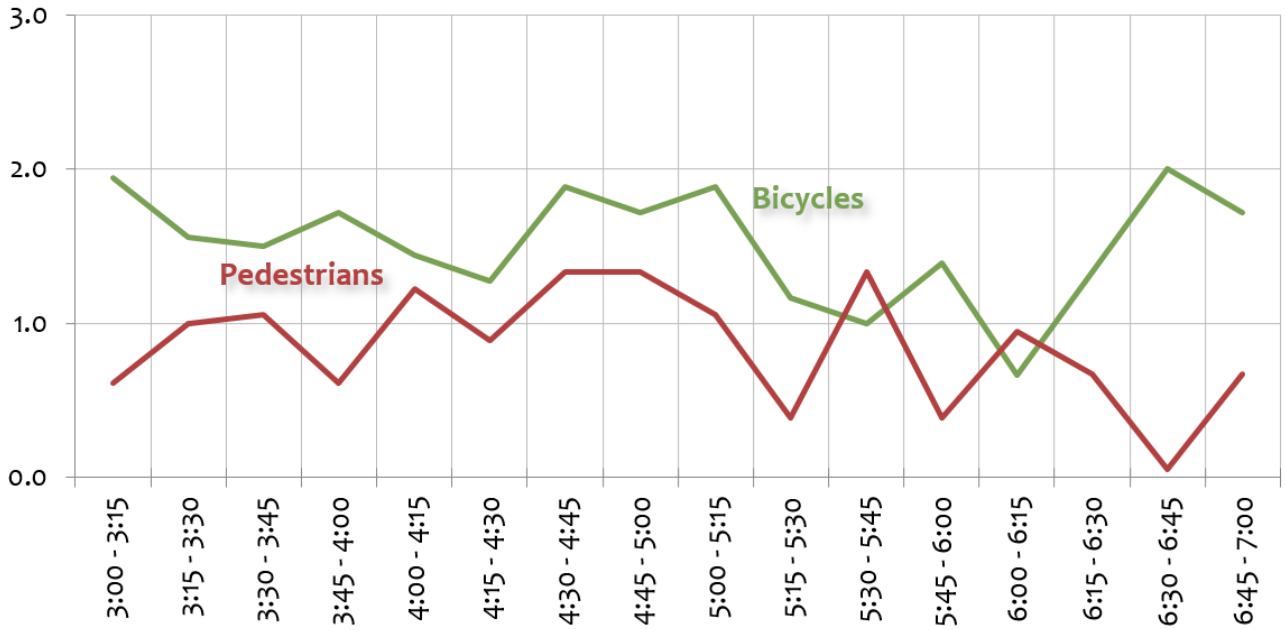
Dilworth—7th St NE just north of 4th Ave NE
(Average of years 2013-2021)

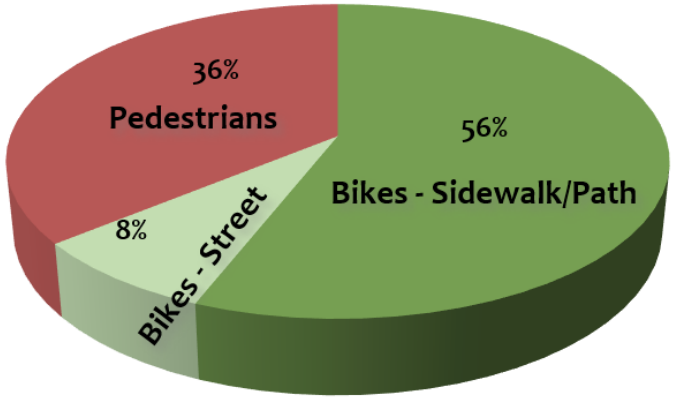


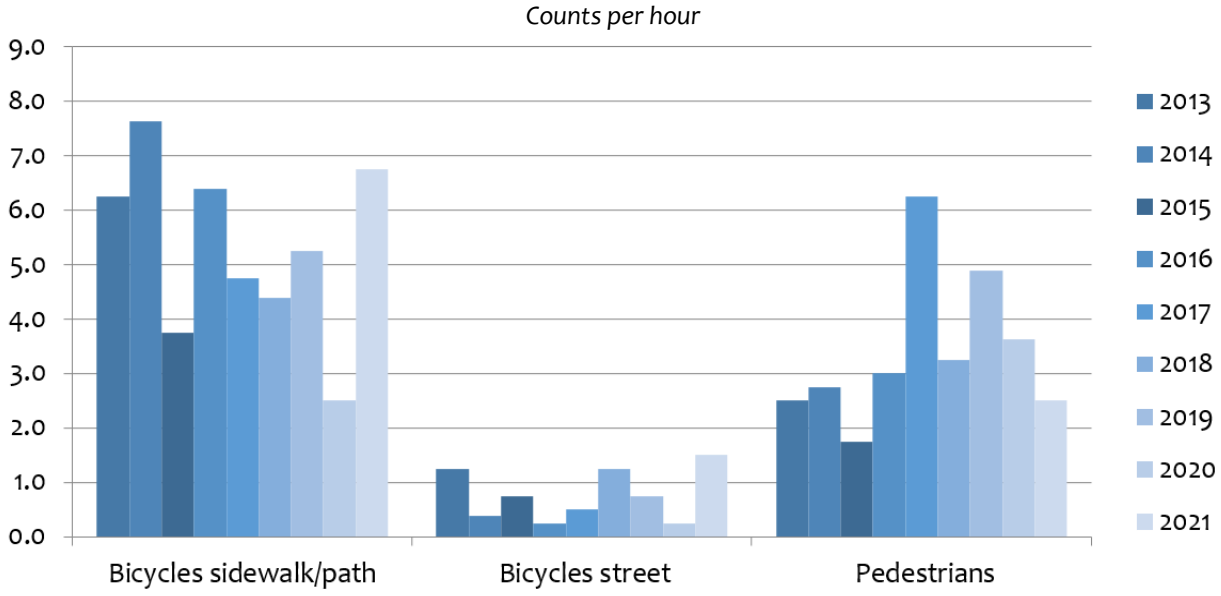




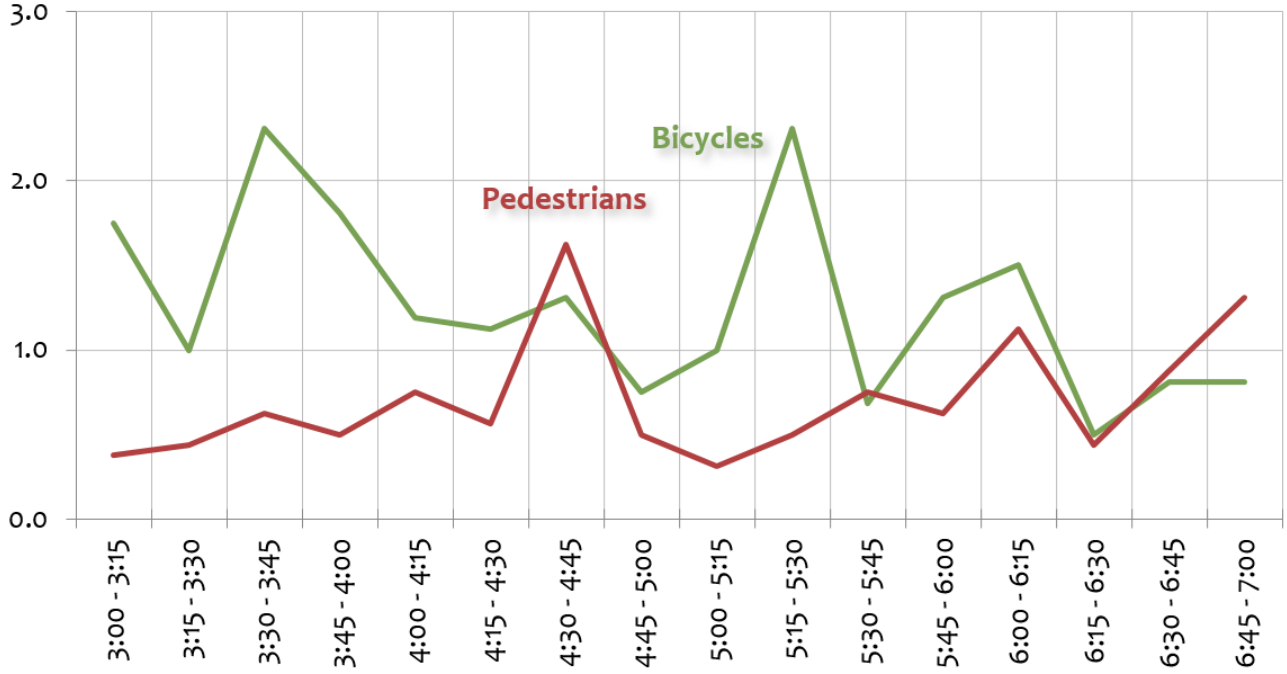
Fargo—9th Ave S under I-29
(Average of years 2013-2021)

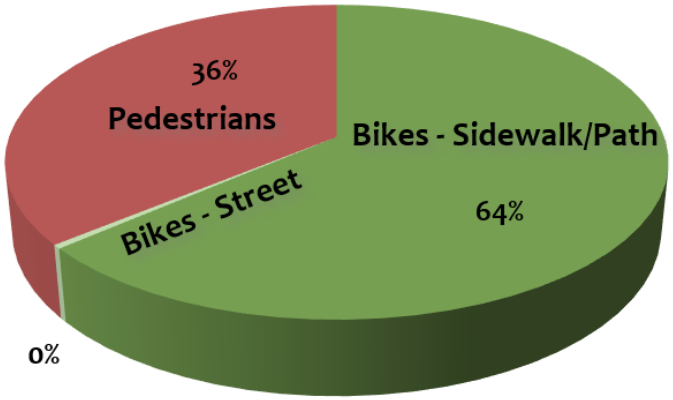


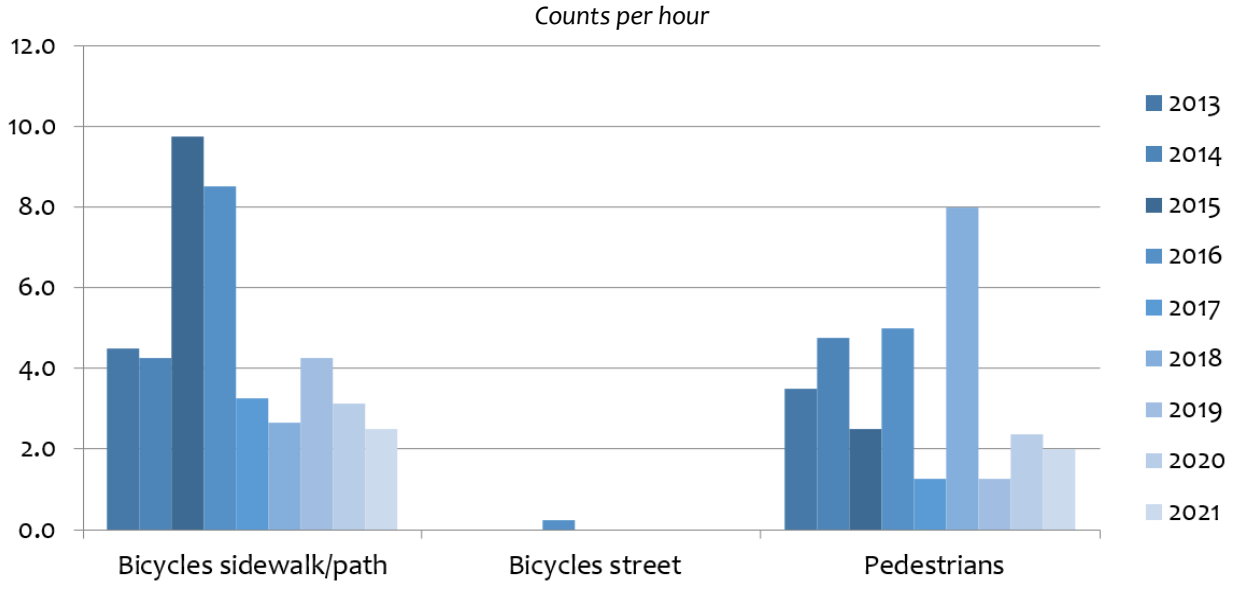




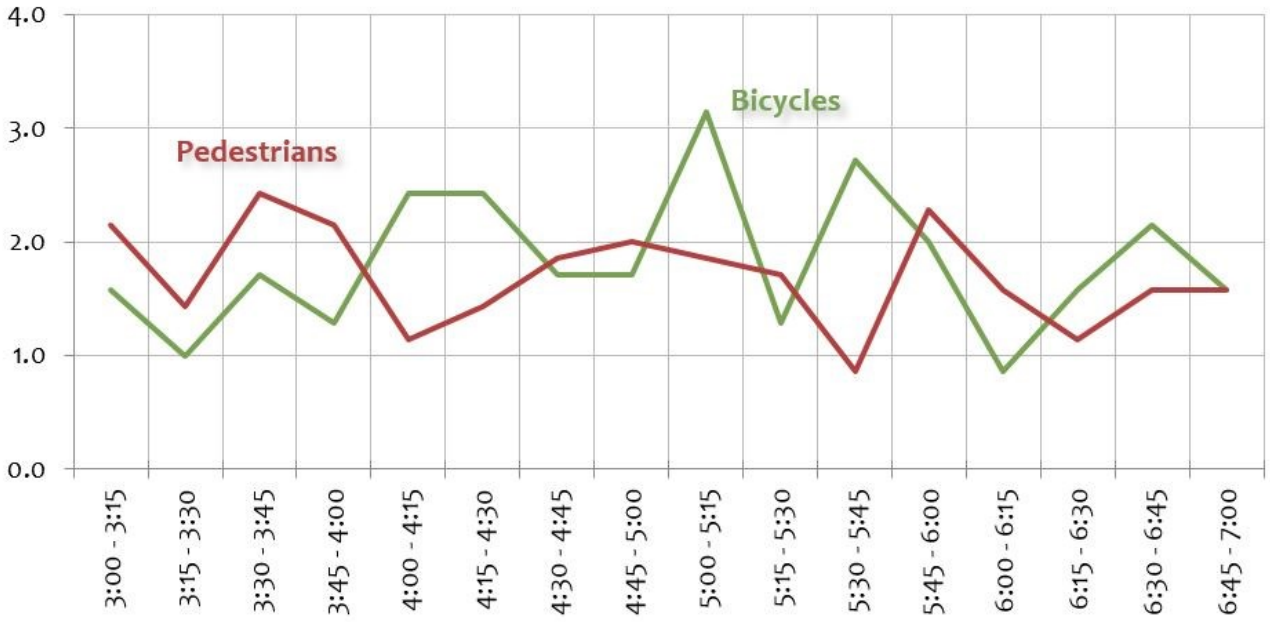
Fargo—12th Ave N viaduct
(between 19th St & 29th St)
(Average of years 2013-2021)

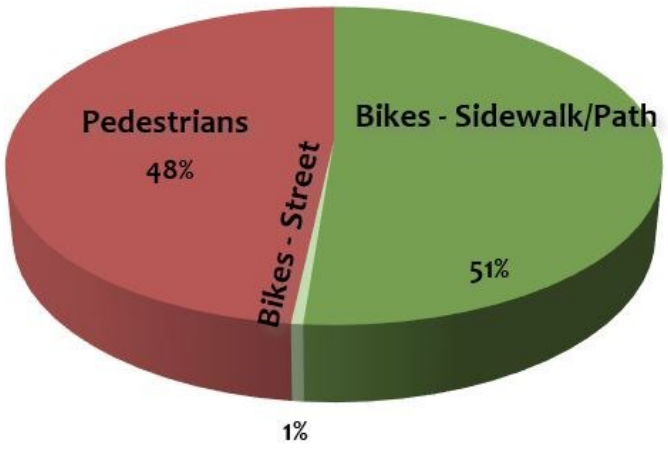




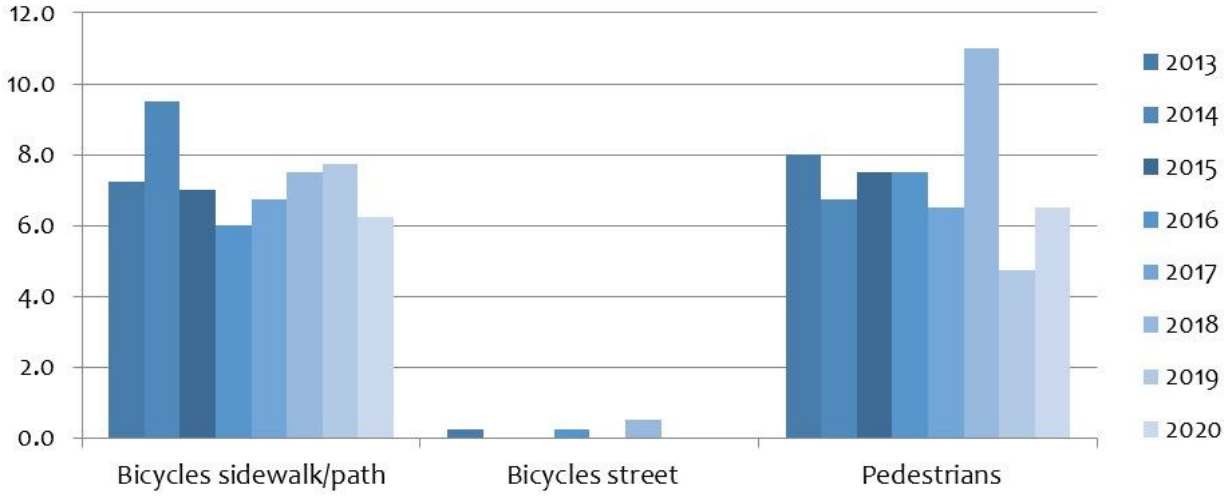


Fargo—13th Ave S under I-29
(Average of years 2013-2020)(no 2021 data)

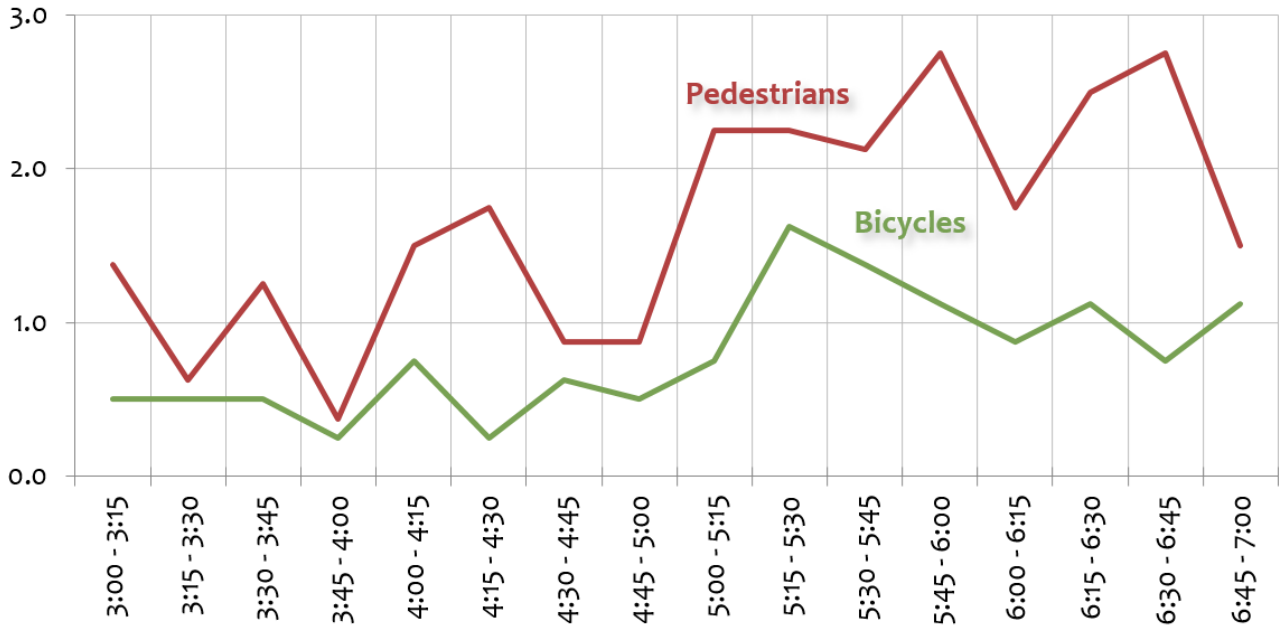


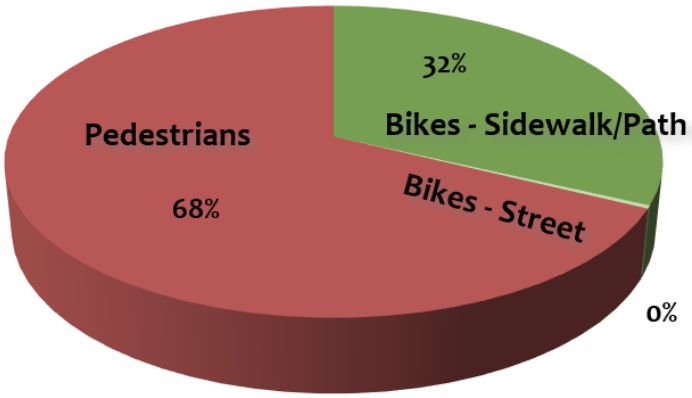


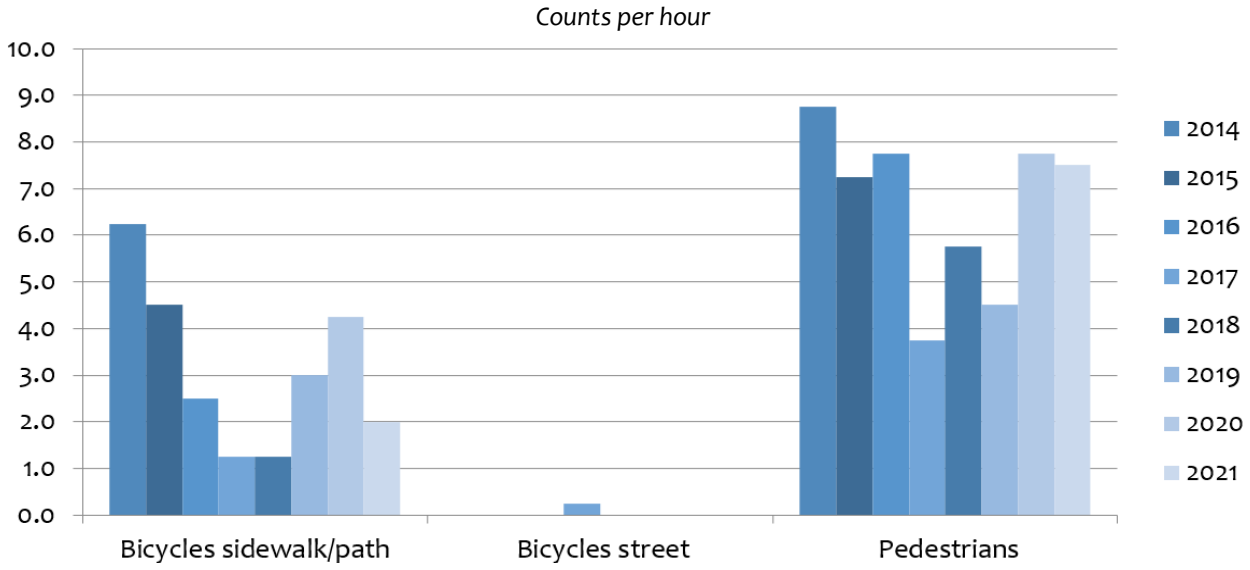
Counts per hour



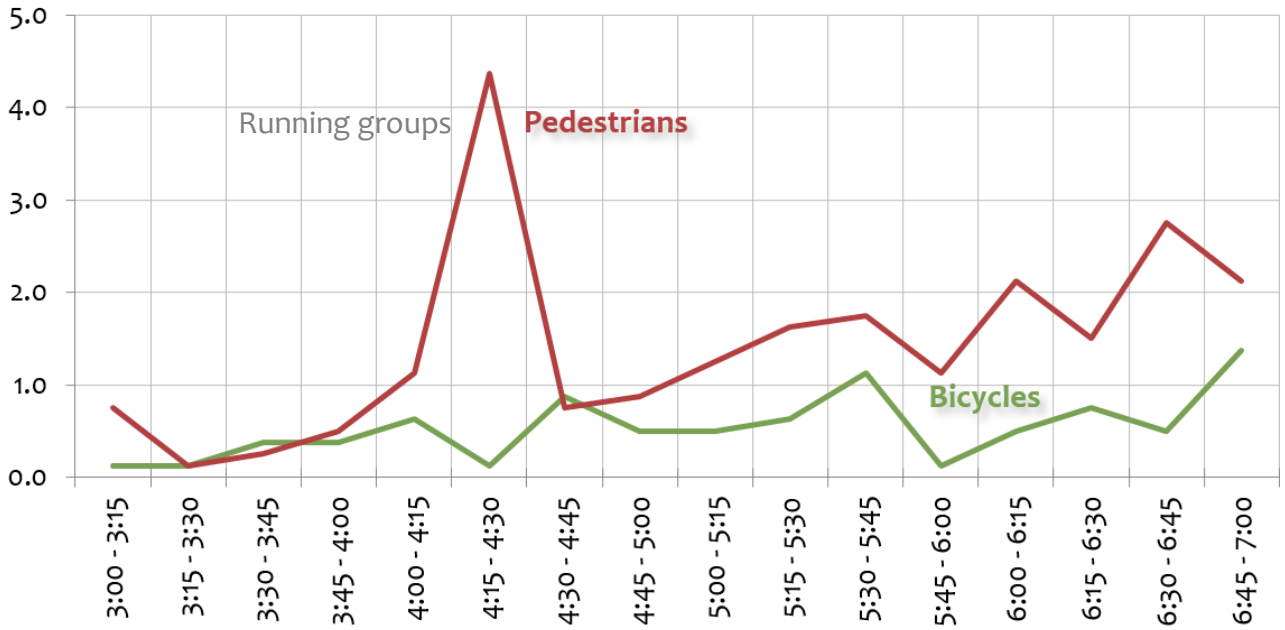
Fargo—45th St just north of 40th Ave S
(Average of years 2014-2021)

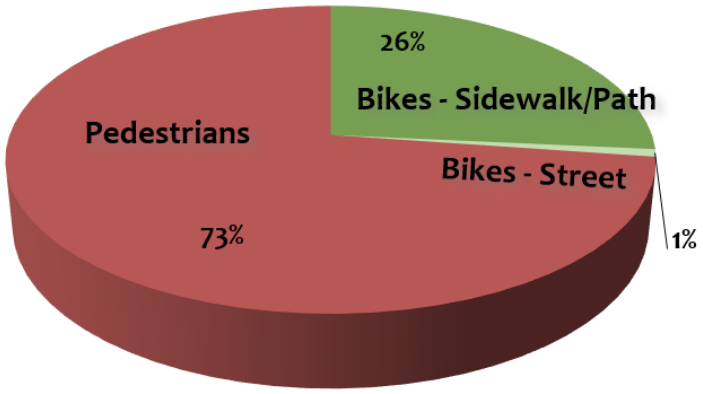


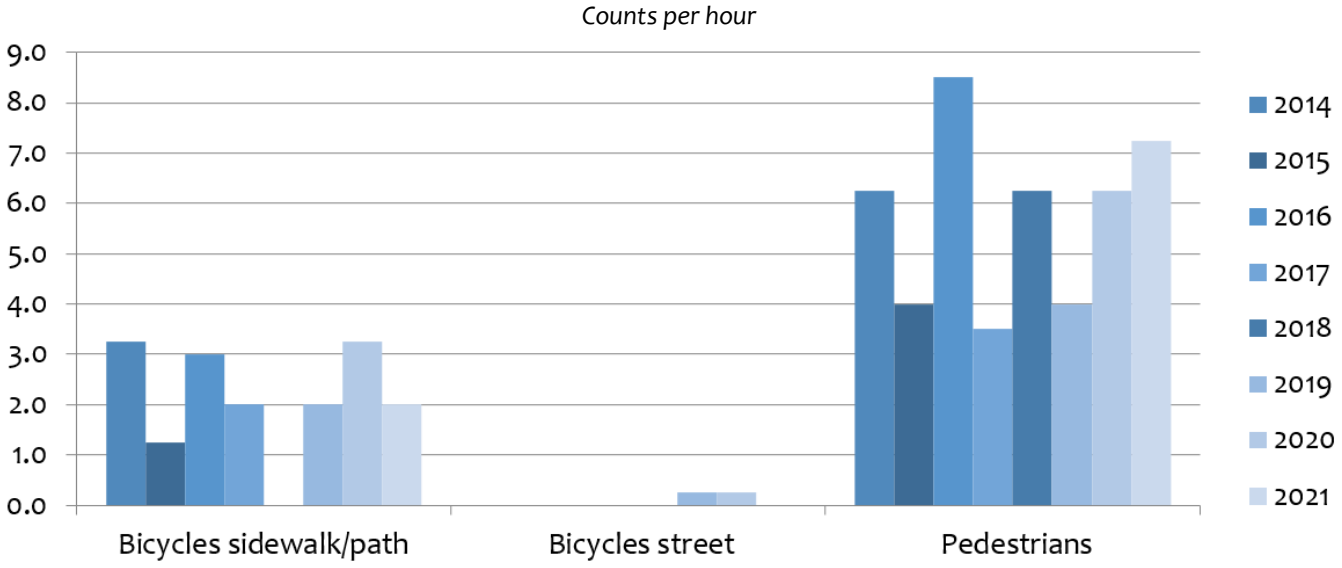




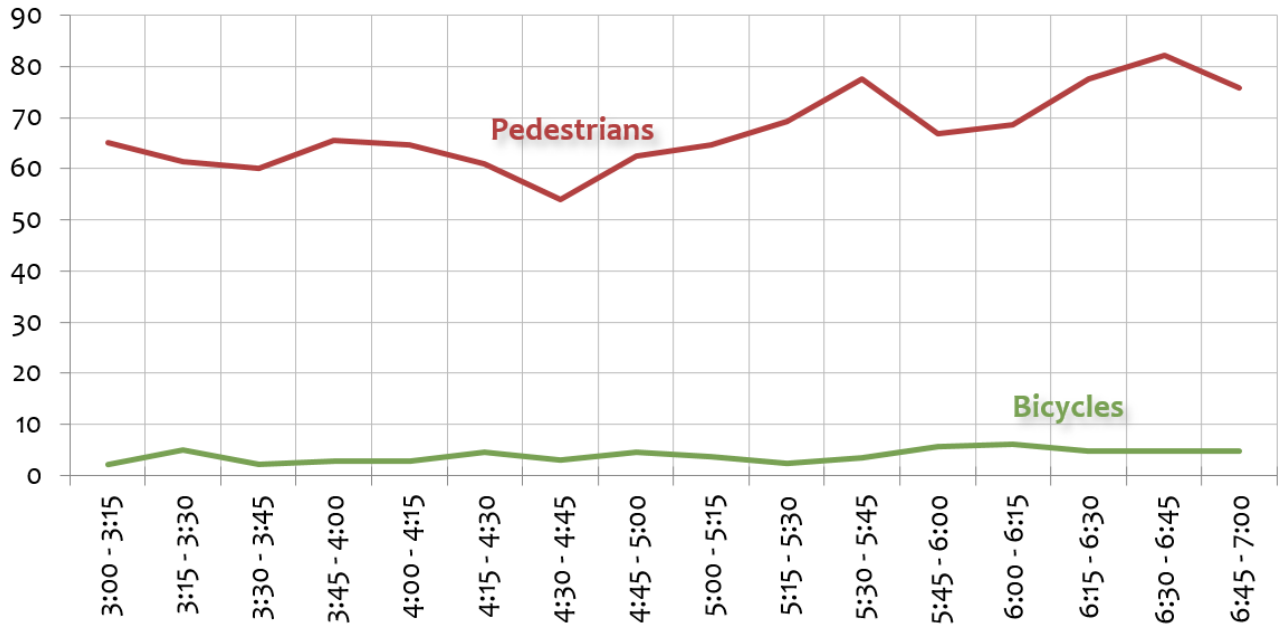
Fargo—40th Ave S just east of 45th St
(Average of years 2014-2021)

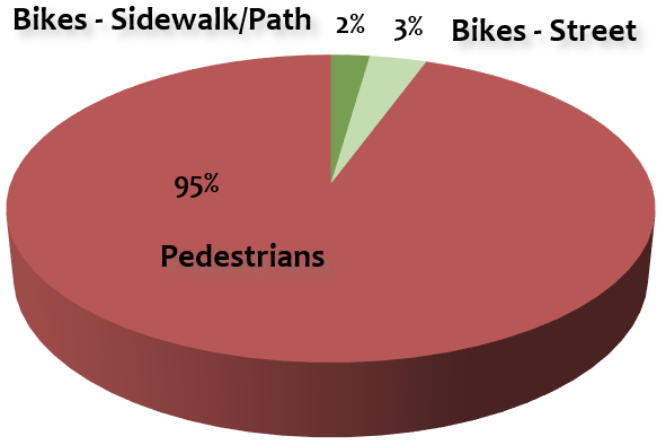


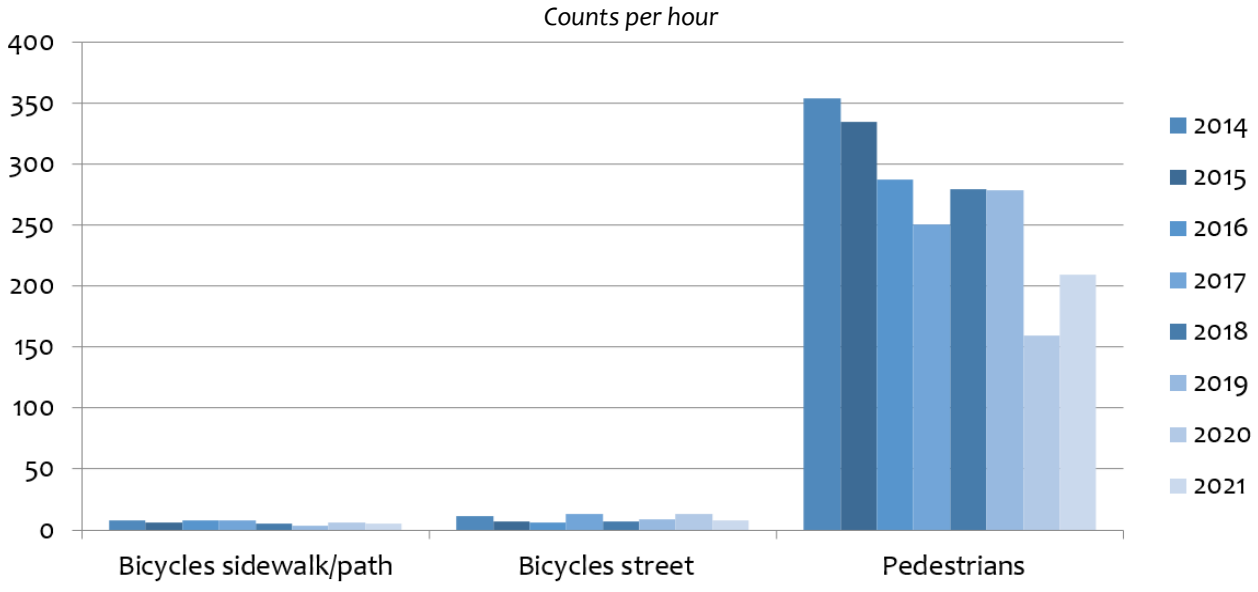




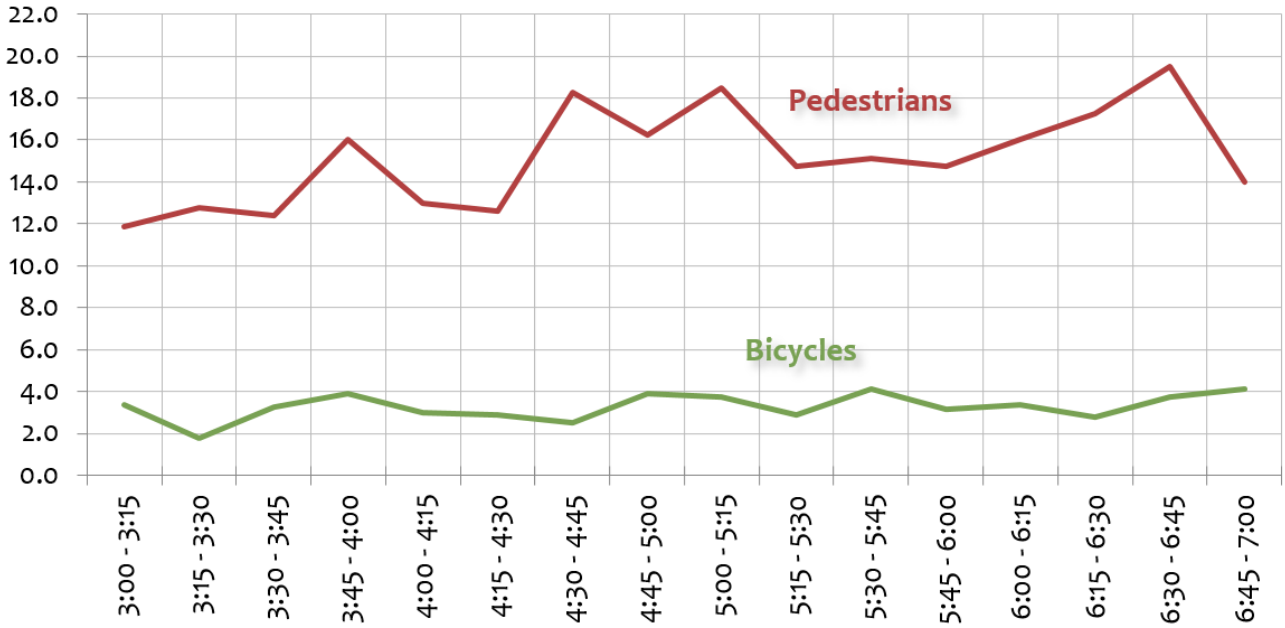
Fargo—Broadway just south of 2nd Ave N
(Average of years 2014-2021)

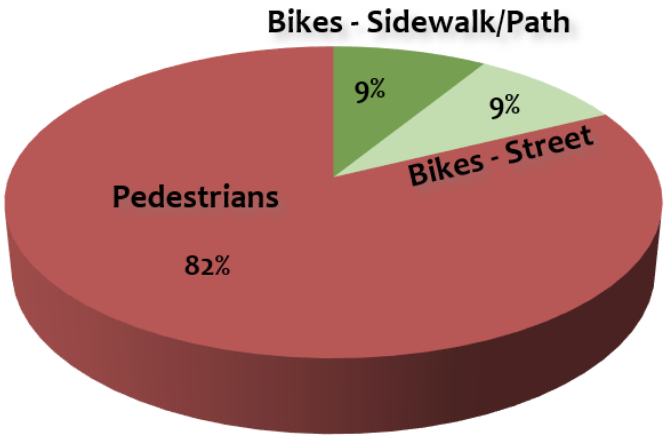


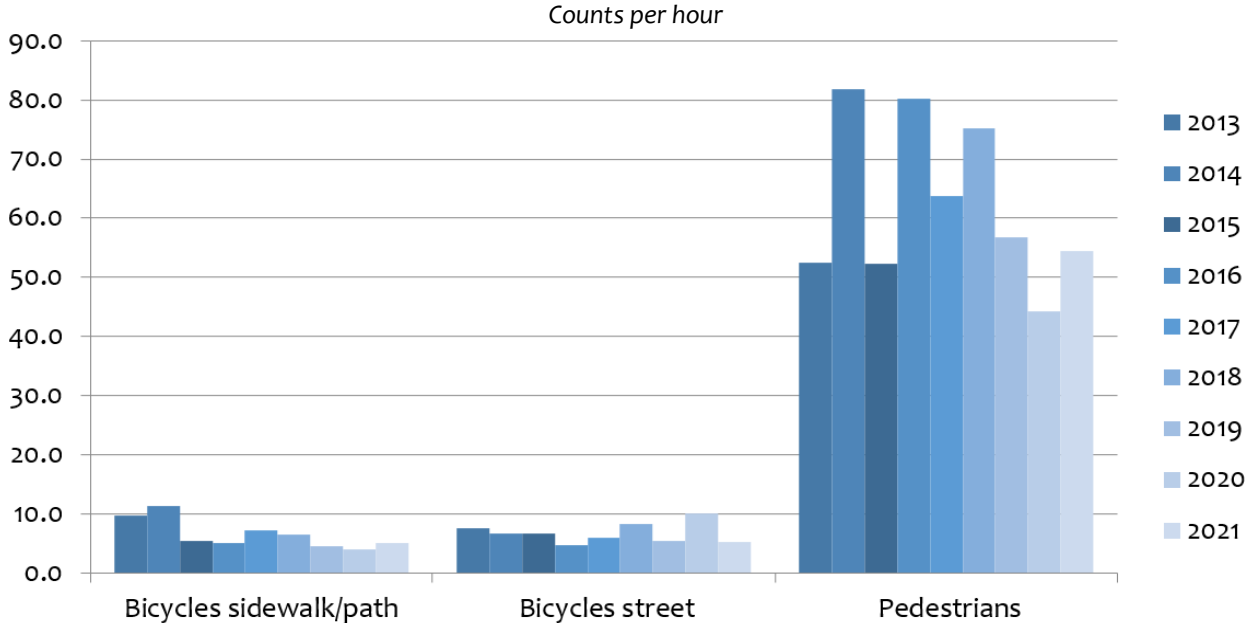




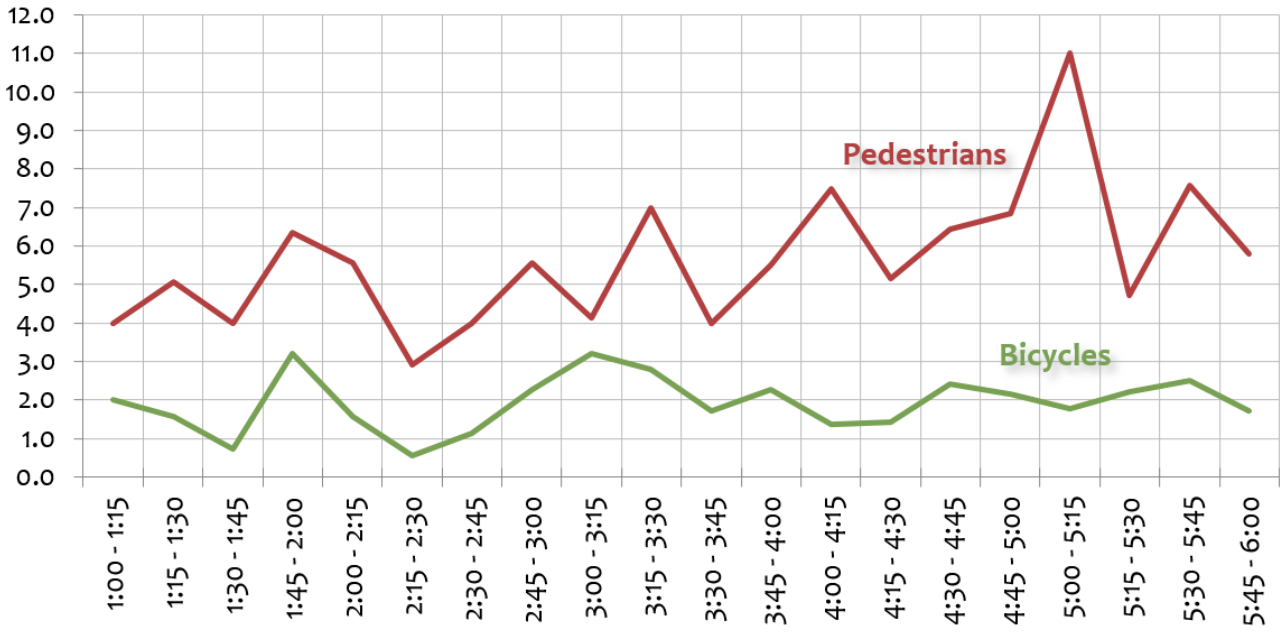
Fargo—Broadway at RR tracks
(between NP Ave & Main Ave)
(Average of years 2013-2021)

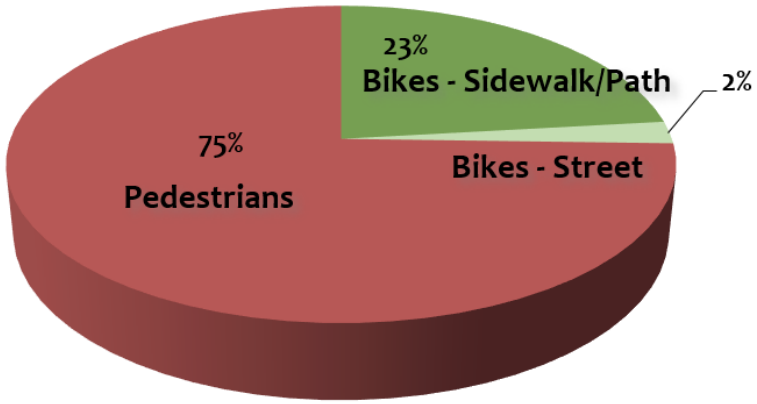


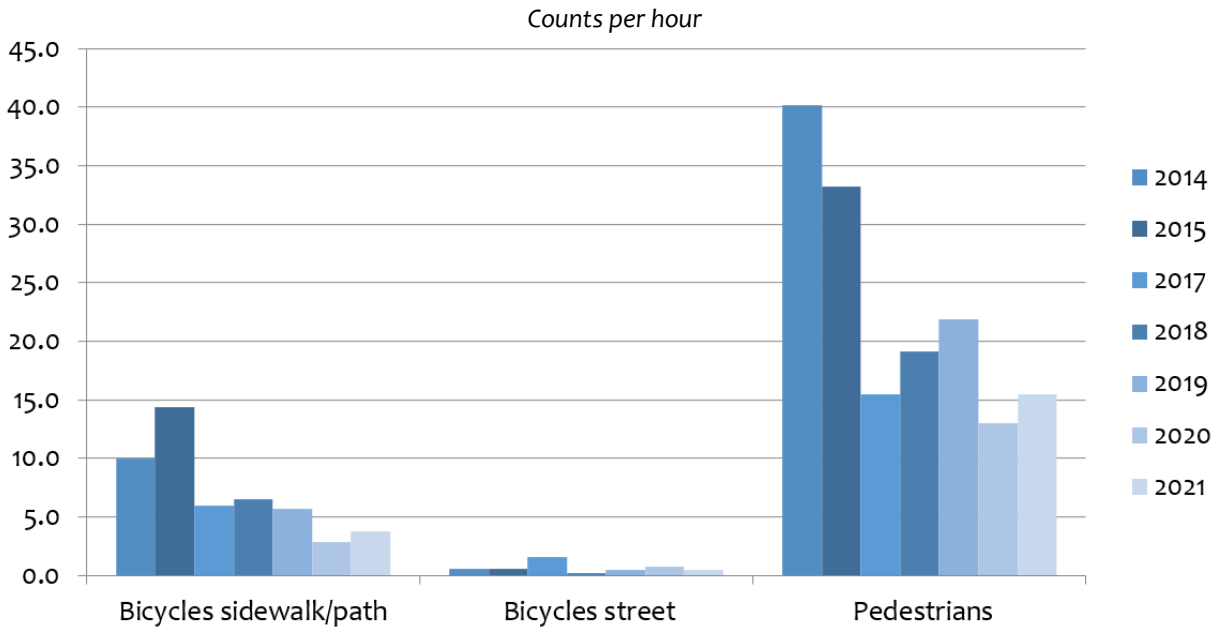




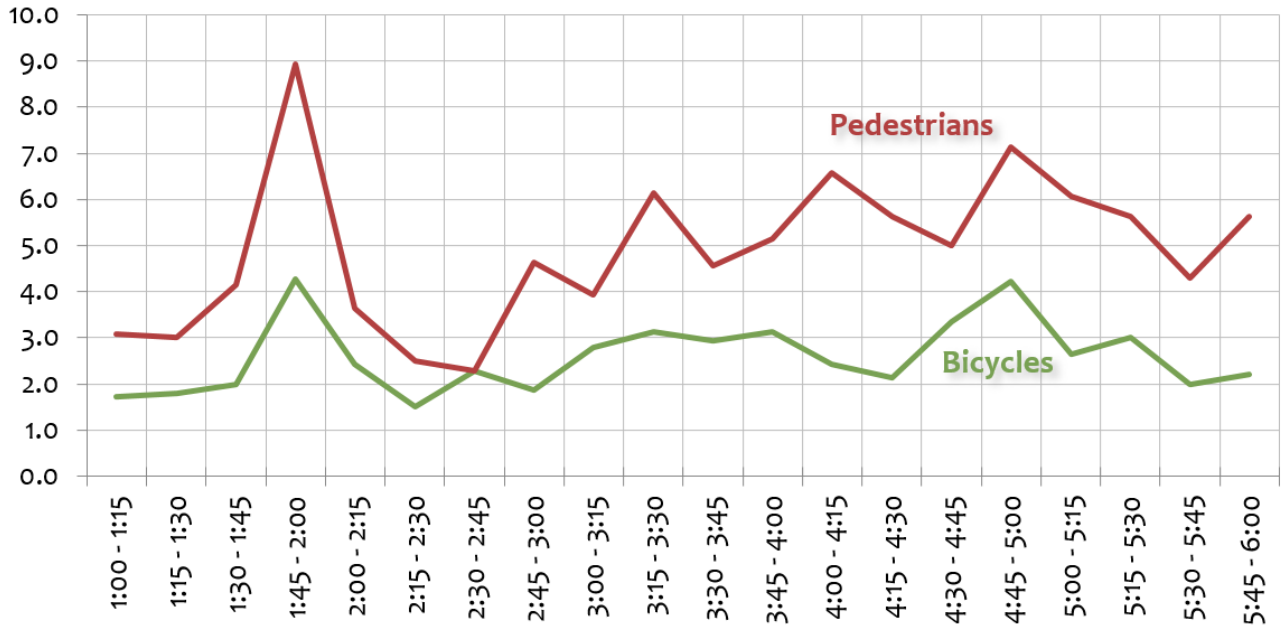
Fargo—12th Ave N just west of University Dr.
(Average of years 2014-2021)

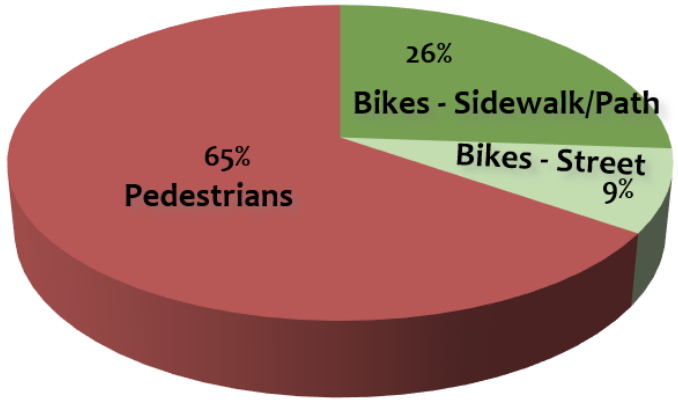


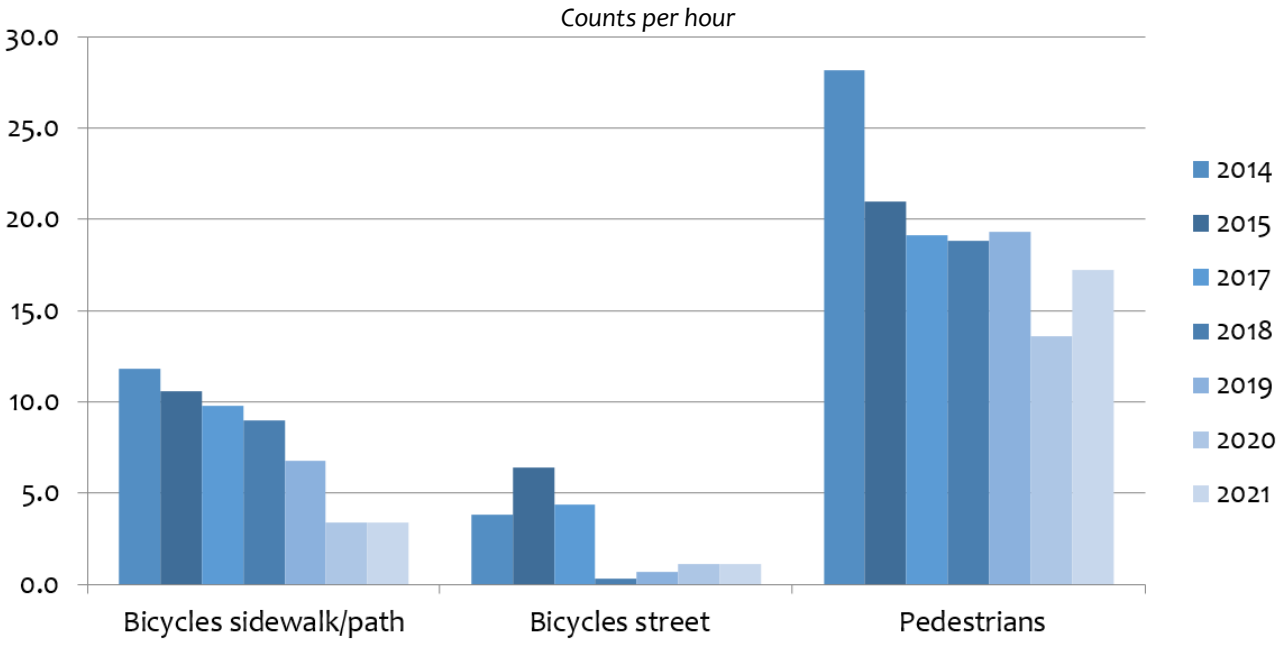




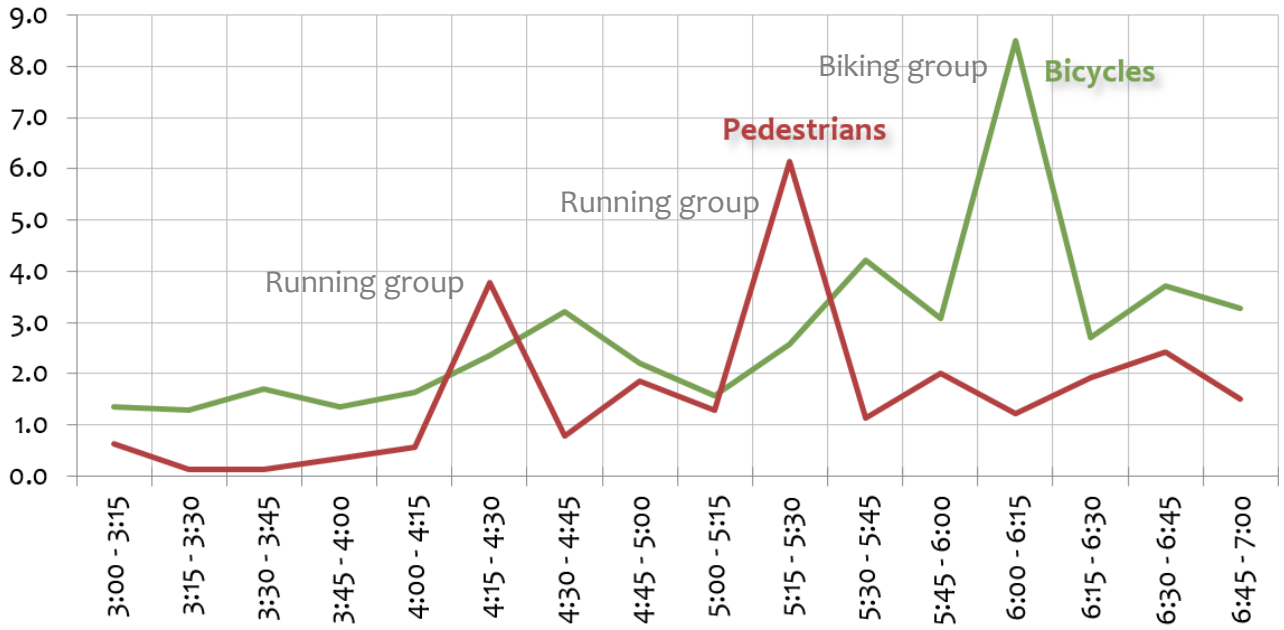
Fargo—University Dr just north of 12th Ave N
(Average of years 2014-2021)

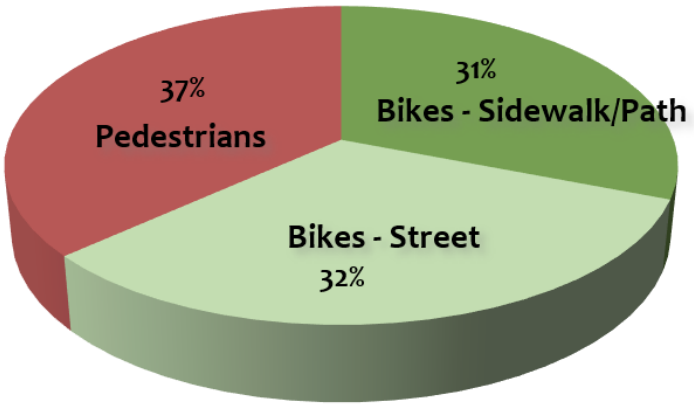


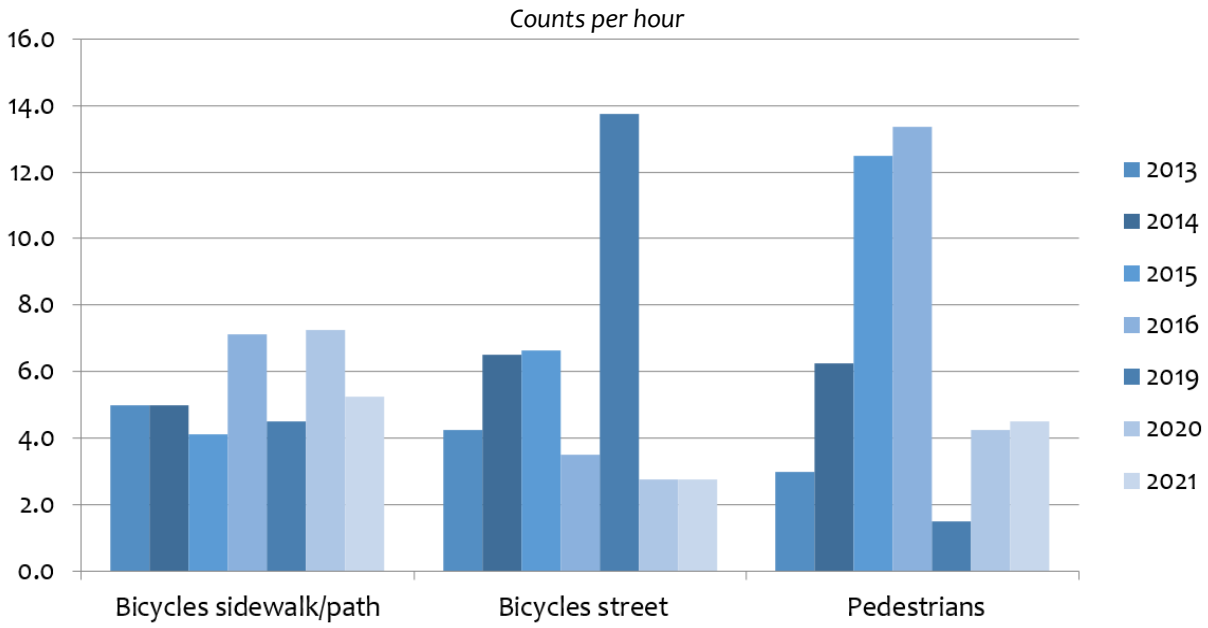




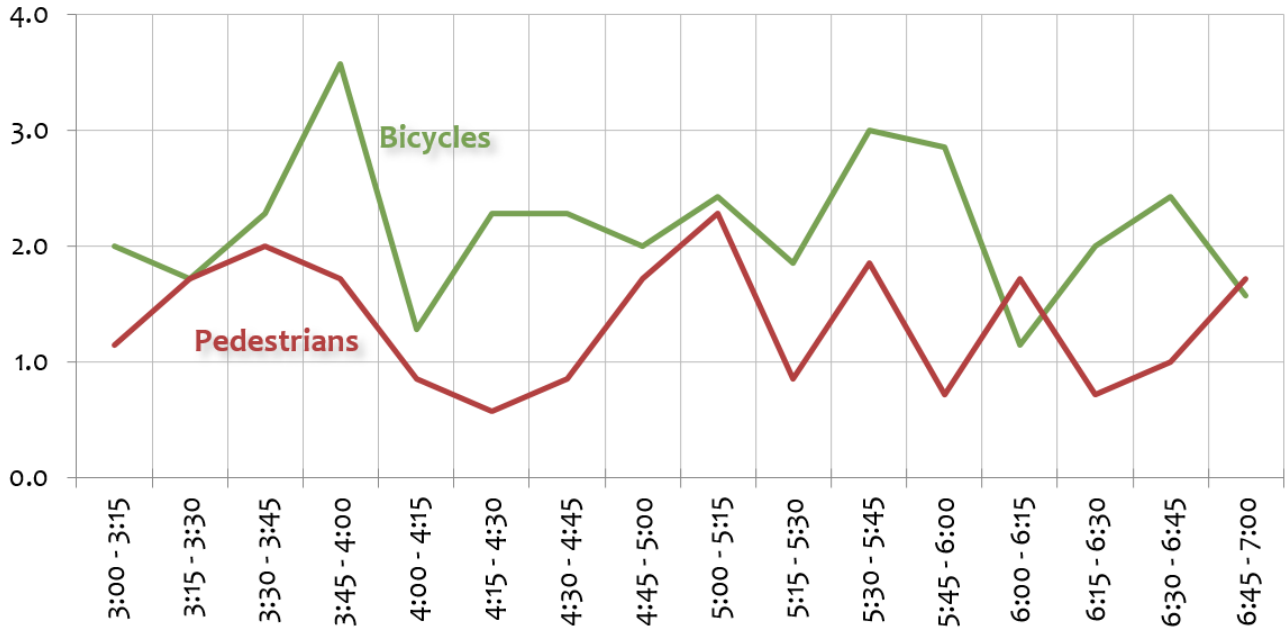
Fargo/Moorhead—12th Ave N/15th Ave N Bridge over Red River (Average of years 2013-2021)

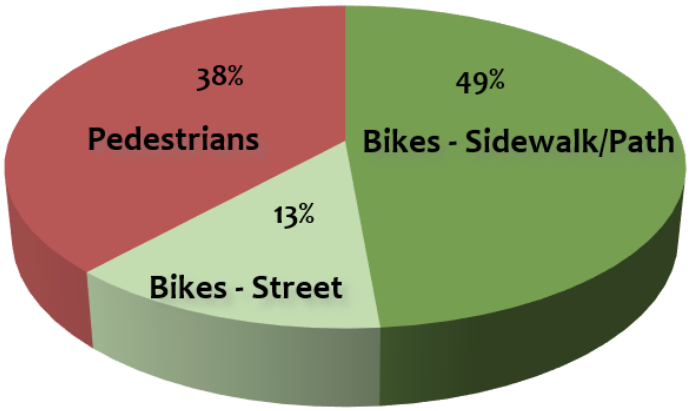


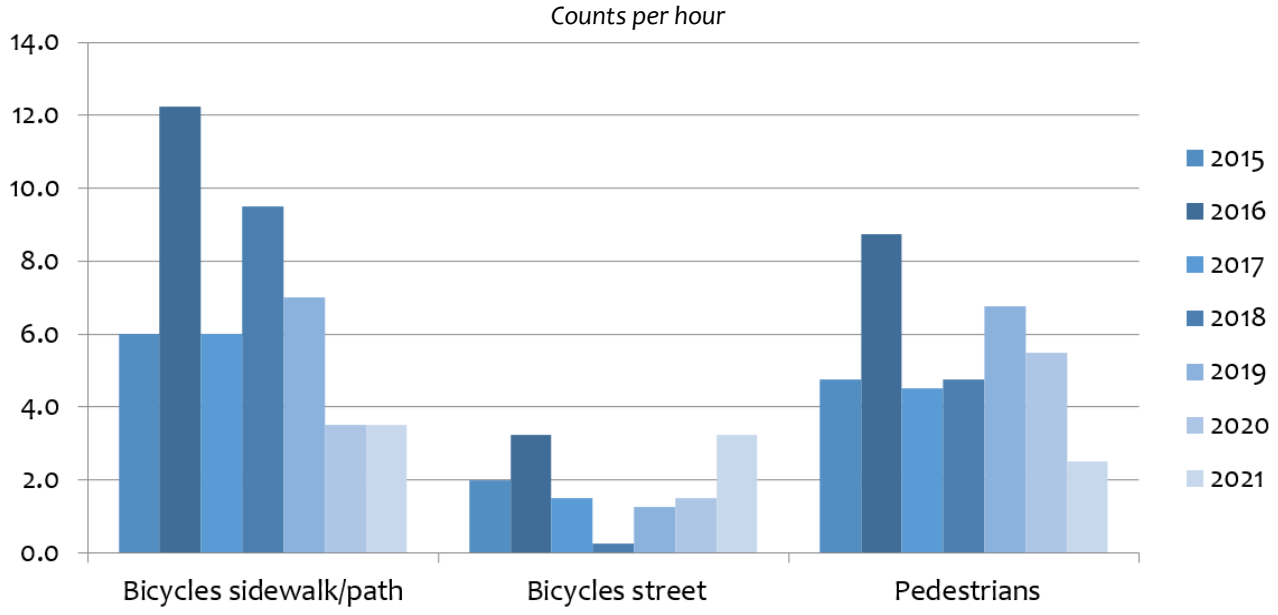




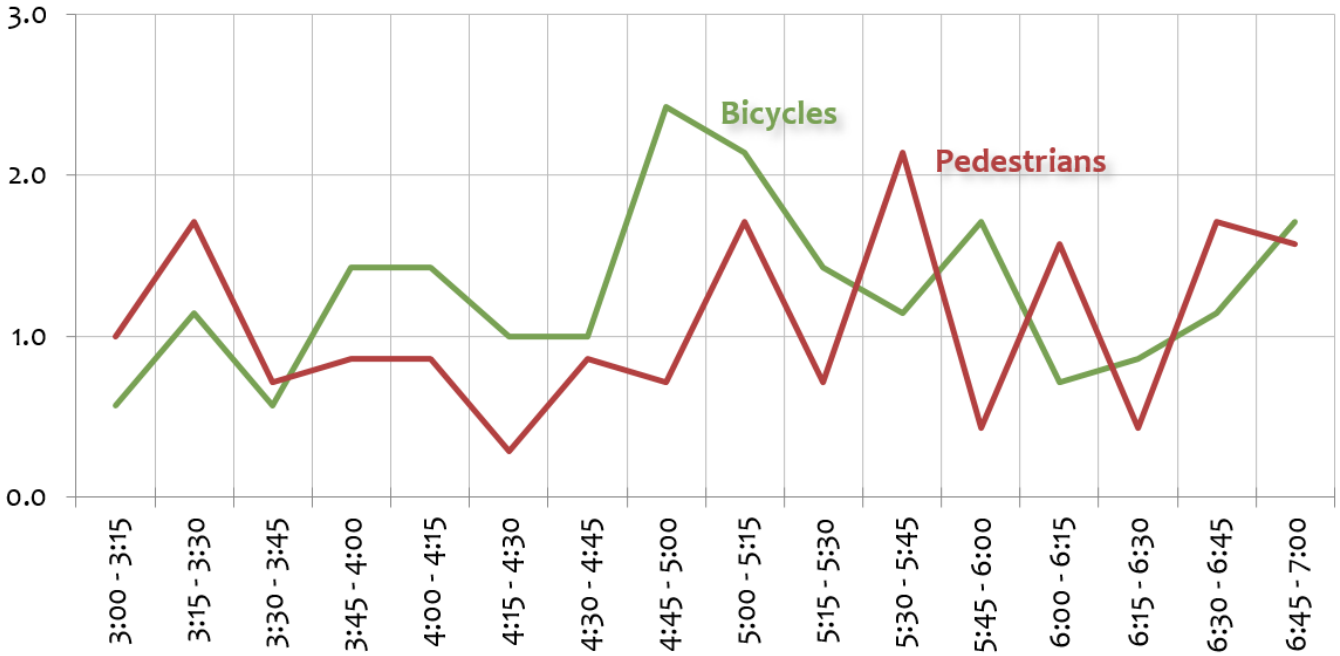
Fargo/ Moorhead—NP Ave/Center Ave bridge over Red River
(Average of years 2015-2021)

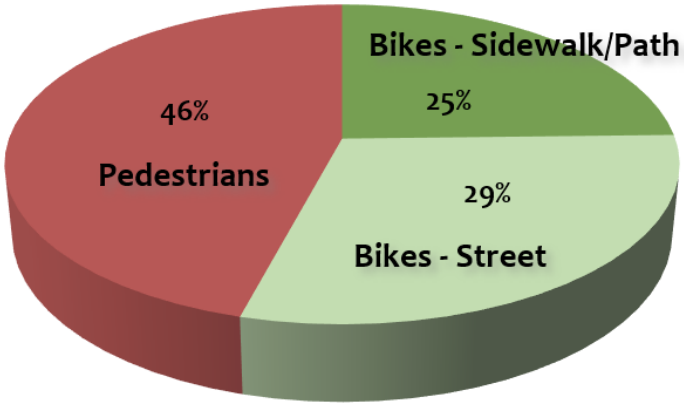


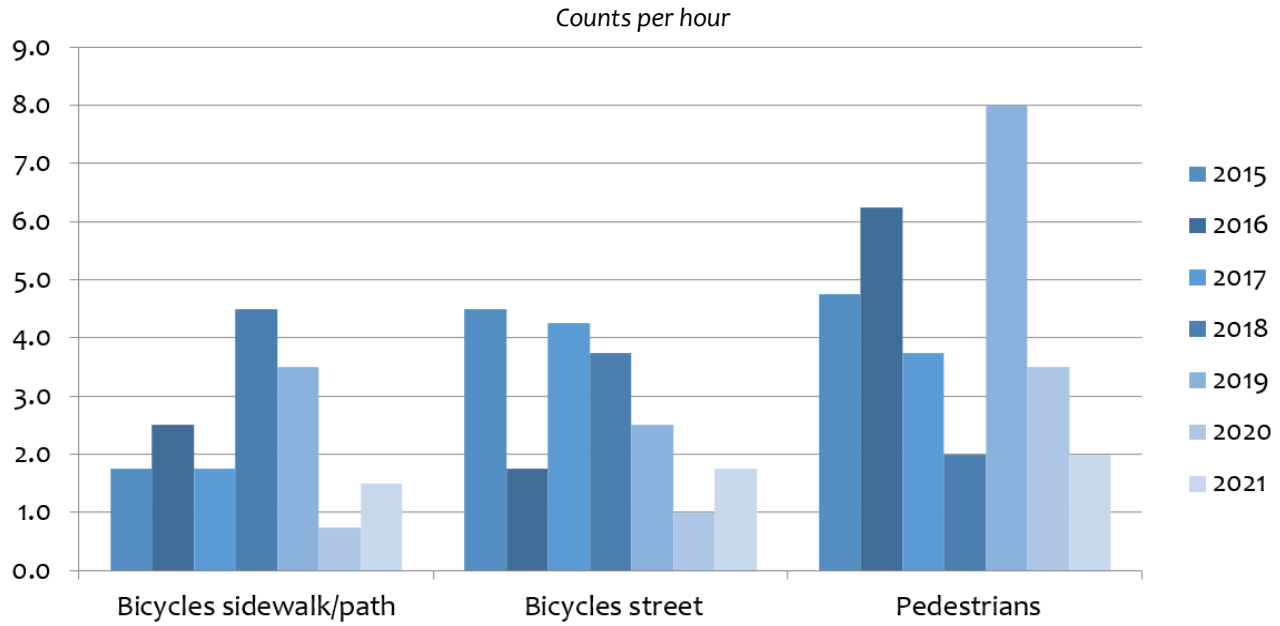




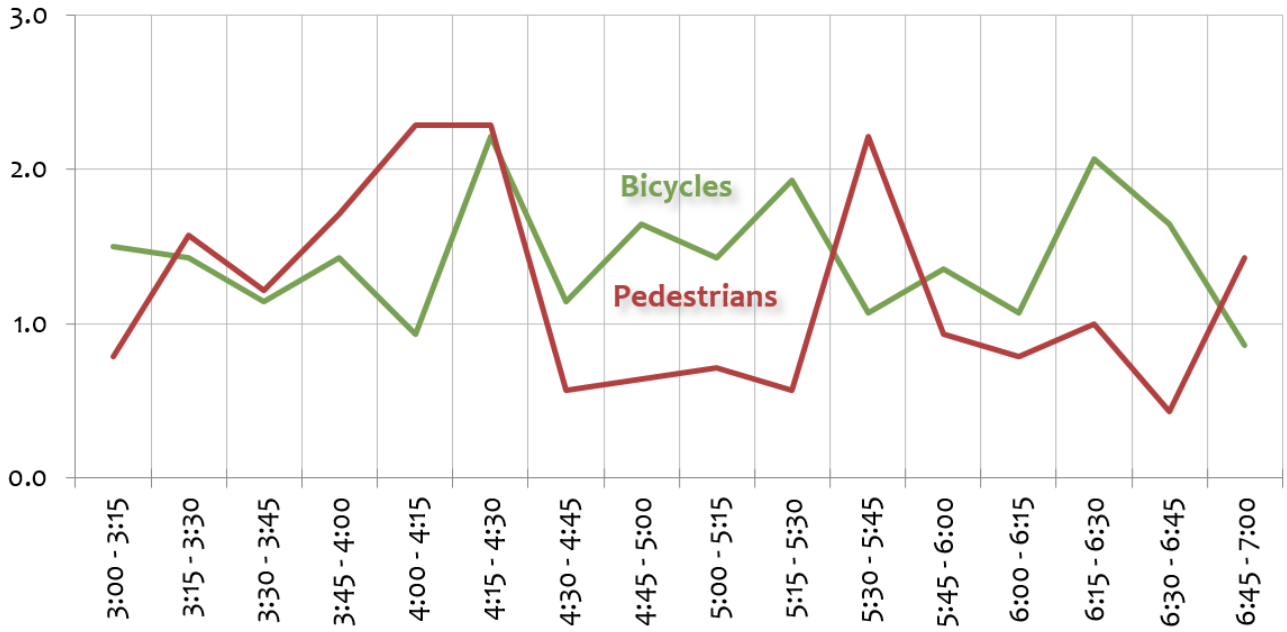
Moorhead—4th St just south of Center Ave
(Average of years 2015-2021)

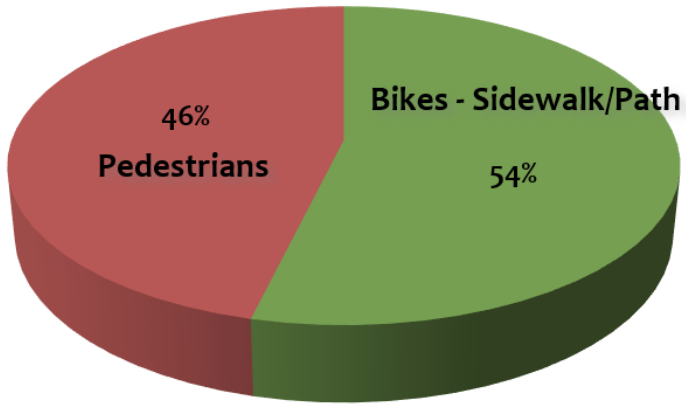


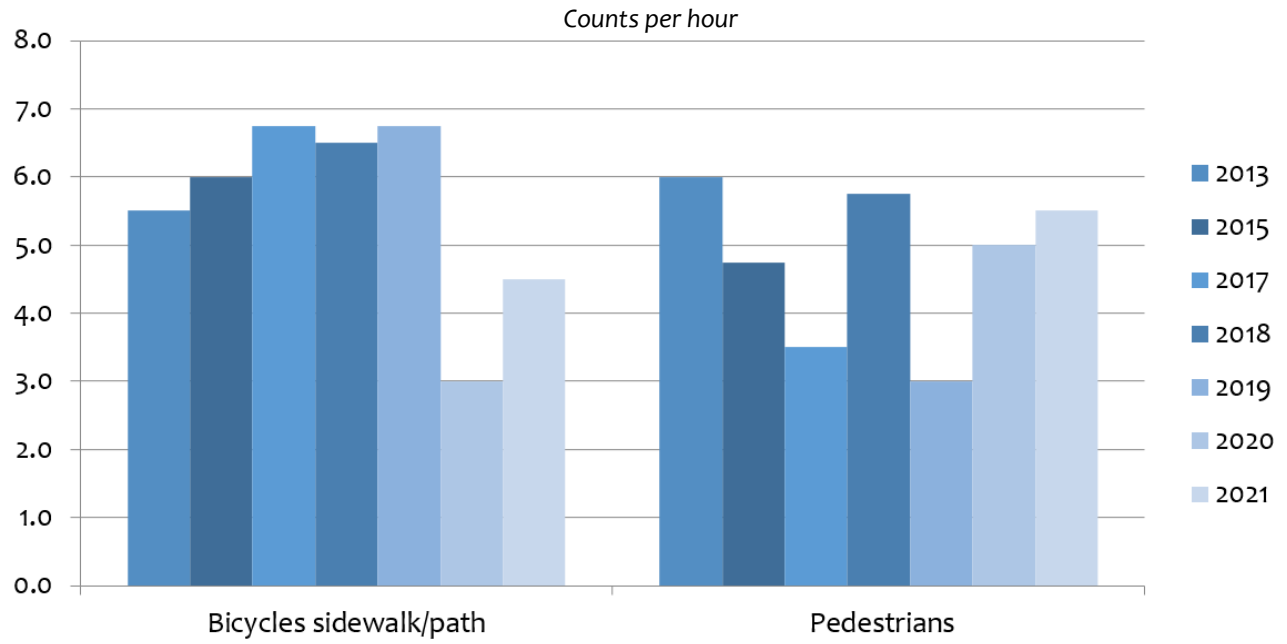




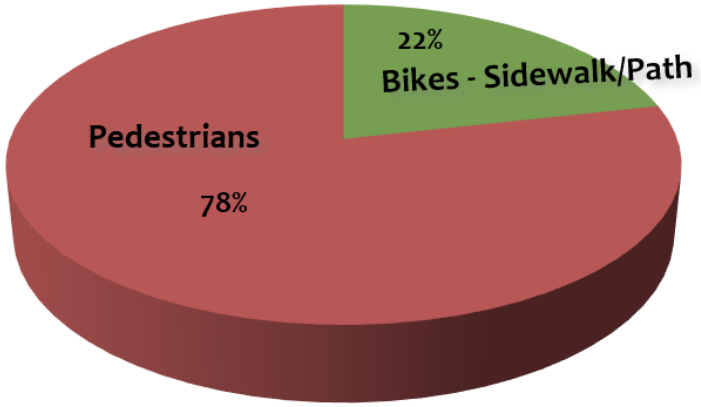
Moorhead—8th St over I-94
(Average of years 2013-2021)

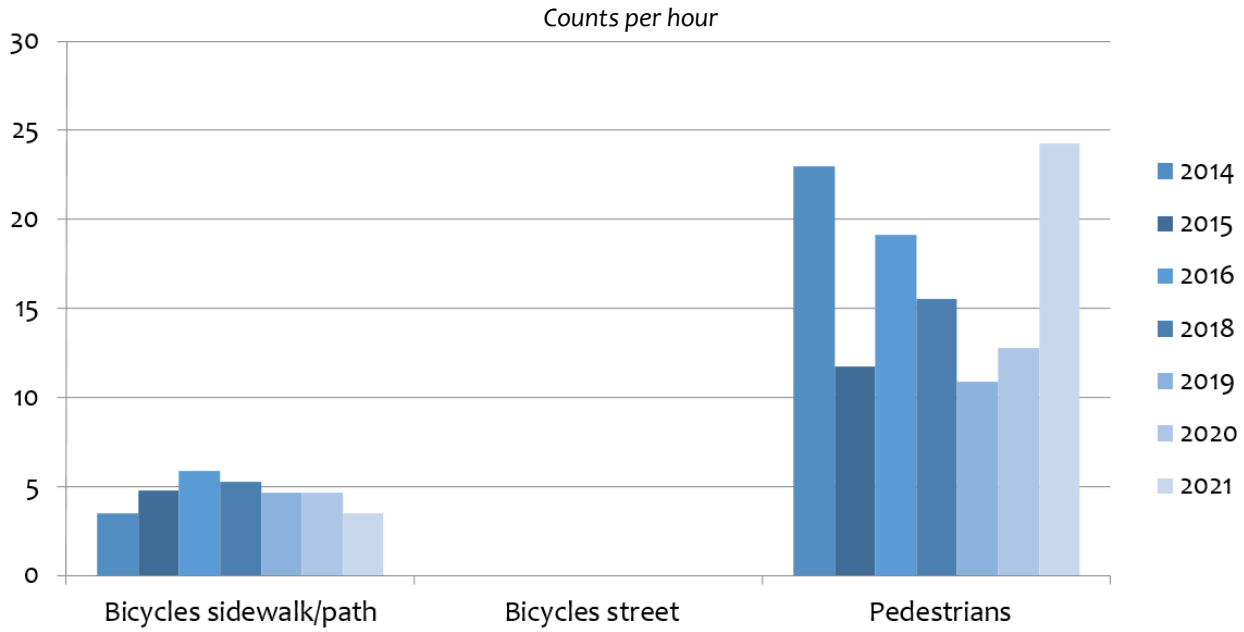






West Fargo—9th St just south of 17th Ave E
(Average of years 2014-2021)





West Fargo—17th Ave E just west of 9th St
(Average of years 2014-2021)