

**EAST GRAND FORKS
REGULAR
PLANNING COMMISSION MINUTES
Thursday, October 11, 2018 – 12:00 Noon
East Grand Forks City Council Chambers**

CALL TO ORDER

President Powers, called the October 11, 2018 meeting of the East Grand Forks Planning Commission to order at 12:01 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: President Mike Powers, Commissioners; Gary Christianson, Kevin Marcott, Charles Gordon, Chad Erickson and Marc DeMers

Absent: Randy Boushey

Guest(s) present: Earl Haugen, MPO.

Staff present: Nancy Ellis, East Grand Forks City Planner; Brenda Ault, Executive Assistant.

DETERMINATION OF A QUORUM

A quorum was present.

COMMUNICATION

None

APPROVAL OF THE MINUTES OF THE June 14, 2018 REGULAR MEETING

A Motion was made by Commissioner Marcott, Seconded by Commissioner Demers to approve the minutes from the June 14, 2018, Regular Meeting. M/S/P- Marcott, DeMers; 6-0, mc.

OLD BUSINESS

None

NEW BUSINESS

Matter of the Update to the Long Range Transportation Plan

Haugen, MPO explained that he was present to give the Commissioners an update on the Long Range Transportation Plan.

The Street/Highway Modes is an element of the Long Range Transportation Plan that is updated every five years. It was last updated in 2013, with a few amendments since

then. This plan is being developed under the newly Congressional adoption of the transportation bill "Fixing America's Surface Transportation" (FAST).

FAST called for performance measures and targets to be set for all modes of transportation. The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have finalized the regulations for these performance measures and targets needed. FAST also changed the way funding is made available and how much is available.

To be in compliance with the FAST, the MPO needs to update the goals and objectives to give more prominence to the performance measures. The MPO will also update financial information to reflect the changes in funding that FAST outlines. Staff from both Federal Highway Divisions, both State Departments of Transportation, both Counties and both Cities will be involved in the update for the Street/Highways Element.

Haugen reported on the Mobility measures which include:

Interstate truck travel time reliability
Interstate truck travel time reliability index

Interstate travel reliability
Percent of person-miles traveled on the Interstate that are reliable

Non-Interstate travel reliability
Percent of person-miles traveled on the non-Interstate NHS that are reliable

He also reported on the Performance Measure of some of the bridges and interstate conditions. Also being considered are city streets in the Grand Forks, East Grand Forks area. Currently the projects are close to \$900 million, with the revenue available for those projects at half of that. The costs for the projects are rising faster than the revenue growth; with the bulk of the revenue used for "State of good repair".

Some of the potential regional projects are:

State of good repair
Non-NHS federal aid-eligible streets and highways

Bridge repair
East Grand Forks Point Bridge
Approach

Intersections
32nd Avenue/S Washington

Central Ave 17th St to 23rd St
Washington St/DeMers
US 2 (Gateway) Washington St to Mill Rd
US 2 (Gateway) Cambridge St to Columbia Rd

Additional lanes

Columbia Rd 14th Ave S to 24th Ave S
I-29 interchange upgrades
North Washington, US 2 (Gateway), DeMers, 32nd Avenue

New grade separations

US 2 (Gateway) east of I-29
42nd Street north of DeMers Avenue

River crossings

32nd Avenue
Merrifield Road

They are currently discussing the River Crossing Analysis; comparing the current costs of the bridges to the 2002 costs, scope of the work and comparison matrices. Some of the items being looked at is the impact to existing crossings, neighborhoods, local and regional roadways. How to improve local traffic and connectivity and reviewing transportation impacts of the 5 river crossings.

Some of the comparison matrices are traffic flow and congestion, reduced trip length, construction costs and roadway user economic analysis.

The Commissioners agreed that even though Merrifield Road was one of the lowest costs and something Polk County would support, it would not help the traffic congestion and would be of no value to the citizens in East Grand Forks as a whole.

CP Ellis stated that the citizens of East Grand Forks needed to jump on the bandwagon supporting the bridge at the 32nd Avenue location. She also stated that at times Polk County seems to forget that the citizens of East Grand Forks are also located in the county and putting the bridge at either the 47th or Merrifield locations would limit the growth of East Grand Forks.

After discussion, the Commissioner's felt that the 47th and Merrifield were too far South and the citizens would not use those locations. They were in full agreement that the 32nd Avenue Bridge was the farthest South that would be acceptable and one they would fully support.

EAST GRAND FORKS
PLANNING COMMISSION MEETING
THURSDAY, October 11, 2018

Haugen, MPO stated that next month he would need to bring the plan forward for preliminary approval and in December for final approval

OTHER BUSINESS

None

ADJOURNMENT

A Motion was made by **President Mike Powers** to adjourn the meeting at 12:55 pm.

Respectfully submitted by,

Brenda Ault
Executive Assistant