

Metropolitan Traffic Operations Working Group
October 3, 2017 – 10:00 am
Metro COG Conference Room

Attendees

Dan Farnsworth, Metro COG
Brad Wentz, NDSU – UGPTI – ATAC
Bill Christian, Metro COG
Lyle Landstrom – NDDOT – Fargo
Jason Baker, City of Fargo
Mohammad Smadi, NDSU – UGPTI – ATAC
Diomo Motuba, NDSU – UGPTI – ATAC
Tom Swenson – MnDOT
Jonathan Atkins, City of Moorhead
Jeremy Gorden, City of Fargo
Kshitij Sharma, ATAC

1. Welcome & Introductions

2. Consider October 25, 2016 Traffic Operations Working Group meeting minutes

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

3. Status of Congestion Management Plan

D. Farnsworth provided the group a brief update on the status of the Congestion Management Plan (CMP) that Metro COG started about a year ago. Farnsworth noted that due to other priorities, Metro COG hasn't made the progress on the CMP that they would have liked. B. Christian stated that the CMP is scheduled to be complete by the end of 2017.

4. Overview of 2018 ATAC Intersection Data Collection Project

Beginning in 2018, Metro COG plans to contract with ATAC for an intersection data collection project. K. Sharma of ATAC provided the group with a presentation about the proposed project.

The proposal would be to collect intersection data from 2 NDDOT intersections, 1 MnDOT intersection, 10 Fargo intersections, 3 West Fargo intersections, and 2 Moorhead intersections. This would occur at signalized intersections and would collect vehicle data, including turning movements, at each intersection. The data would be collected 24/7, year-round.

Many benefits would come from a successful intersection data collection project. Such data could be used to provide more accurate annualization factors, signal timing plans could be altered for different times of year, and peak hour volumes/factors could be determined.

K. Sharma went over the system currently in place for the City of Grand Forks where ATAC has been collecting vehicle data at 53 signalized intersections using their vehicle detection cameras. In the case of the Fargo-Moorhead project, ATAC will need to work with each jurisdiction to be able to pull this information from the cameras or signal controllers. In Fargo-Moorhead, some jurisdictions use loops for detection while others use cameras.

It was stated that the intent of this project would be to use this as a pilot project with the intent of eventually having this data collection system setup for as many signalized intersections in the FM area as possible.

It was asked if this system is able to collect pedestrian/bicycle data. K. Sharma stated that the cameras they are using in Grand Forks don't have the technology to count bicycle or pedestrians, however it was noted that newer cameras are being developed that will be able to detect bicycles and pedestrians. It was also noted that the newer cameras will have more stable imagery so that wind will have less of an effect on the detection capability.

5. Status of 2015 calibrated Travel Demand Model

D. Motuba of ATAC provided the group with an update on the 2015 Travel Demand Model that they are calibrating for the FM area. He noted that all of the information they need to calibrate the model has been collected (signal timing data, etc.). Motuba mentioned that he could use the freight 'FAF' data that Metro COG recently received as part of the Freight Plan. B. Christian will send that data to Motuba. Motuba mentioned that the calibration of the 2015 model should be complete by the end of next month.

6. ITS Deployment Plan discussion

D. Farnsworth started the discussion by mentioning that he thought it would be a good idea to review some key items from the 2014 ITS Deployment Plan and see what progress has been made since the adoption of the Plan.

The first discussion was about the fiber network. Each jurisdiction provided their fiber implementations that have taken place since 2014. Unfortunately, West Fargo was not present at the meeting so no definite information could be provided for the fiber optic network in West Fargo.

The next discussion was about signal coordination between adjoining jurisdictions.

- MnDOT and Moorhead stated that they have an MOU where Moorhead provides operations and maintenance of MnDOT signals located within Moorhead. If the cost

of maintenance of a particular fix exceeds \$500, MnDOT will provide that cost. This is a relatively new process and has been working very smoothly thus far.

- Signal coordination between West Fargo and Fargo is currently non-existent. However, there are only a few major east-west corridors between the two jurisdictions. Of these corridors the signal spacing is such that the signals don't require coordination. The one exception is 13th Ave, where signals are spaced closer together. However, due to the nature of the corridor, signal coordination isn't very necessary.
- Signal coordination between NDDOT and Fargo runs smoothly. The signals are interconnected to each other so coordination runs pretty smooth.
- Signal coordination between NDDOT and West Fargo is currently non-existent. While West Fargo has a fiber connection to NDDOT's signals on Veteran's Blvd, no coordination has been set up yet.

Finally, there was discussion about a potential future traffic operations center (TOC). J. Atkins commented that he foresees a TOC occurring organically. As the jurisdictions become more interconnected and as coordination progresses, this may lead to a hybrid TOC. It was stated that MnDOT and Moorhead are already well coordinated. Likewise, NDDOT and Fargo coordinate and share information. It may be a long ways out for a metro-wide TOC to occur (perhaps this may never occur) but at the least a TOC on the ND side and a TOC on the MN side could become a reality sooner than later.

B. Christian stated that he plans to work on updating the ITS architecture in the next 6 months or so. In the past Metro COG has developed a stand-alone ITS Plan, however Christian stated that the plan is to have the ITS Plan as part of the Long Range Transportation Plan update this time.

Meeting adjourned.