



ENGINEERING DEPARTMENT

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June 26, 2015

**CITY OF FARGO
TRAFFIC TECHNICAL ADVISORY COMMITTEE
AGENDA**

Wednesday, July 1, 2015
4:00 PM

CITY COMMISSION CHAMBERS

Meetings are shown live on Cable Channel TV Fargo 56 and rebroadcast each
Monday at 10:00 a.m., Wednesday at 3:00 p.m. and Sunday at 3:30 p.m.

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1. Approve minutes from May 6 Meeting (Attachment)
 2. Continued Discussion on Traffic Calming for East Gateway Cir S
(Attachment)
 3. Downtown Parking Time Zone Changes – Joe Nigg (Attachment)
 4. Other

CITY OF FARGO
TRAFFIC TECHNICAL ADVISORY COMMITTEE MINUTES
May 6, 2014

Members Present: Mike Williams Jeremy Gorden April Walker
 Steve Dirkson Mark Williams
 Joe Anderson Joe Nigg

Members Absent: None

Others Present: Brad Garcia

Commissioner Mike Williams called the meeting to order at 4:00 PM.

1. Approved Minutes from April 1 Meeting
2. 21st Avenue South Petition for Speed Tables Between 5th Street and University Drive

21st Avenue South between University Drive and 5th Street is slated for reconstruction this summer. In the public input process residents expressed their concern for speeding on this road. They want to be proactive and to include traffic calming in the street reconstruction. Currently the speeds on 21st Avenue South don't meet the Traffic Calming warrants.

Brad who lives on 21st Avenue South says that right now 21st Avenue South is in poor condition and once the street is reconstructed speeds will increase. Similar Avenues are 18th Avenue South and 24th Avenue South. It will be helpful to have speed data from these avenues. 18th Avenue South currently has street medians, while 24th Avenue South does not. Brad would like the city to be proactive. The city has a traffic calming process in place and because it currently does not warrant a traffic calming project, the city can't move forward in the traffic calming process.

Jeremy recommended tabling this until after 21st Avenue South is reconstructed and new speed data can be collected. Jeremy also would like to gather data from 18th Avenue South and 24th Avenue South.

3. Request to Remove the Year Round Street Maintenance Night Restrictions and Replace with November to April 15 for West of 10th Street North

A citizen requested to remove the year round street maintenance night restrictions for west of 10th Street North. Joe Nigg stated that Avenues are limited to no parking Tuesday, Thursday and Saturday mornings and streets are no parking Sunday, Monday, Wednesday and Friday mornings. Mark Williams said that without these restrictions it makes snow removal difficult. With the addition of bike lanes to 4th Avenue North it removed parking so there aren't that

many options to park on the days Streets have no parking in the morning. Mark motioned to leave the restrictions in place. All agreed.

4. Bike racks in Downtown area discussion

Jeremy states that there is no city funded controlled bike rack policy that he's aware of. The Downtown Community Partnership helps fund some bike racks. Joe a list of 8 businesses are requesting more bike racks and there is a need to develop a policy for styles and locations. April motioned to develop a map to locate available spaces. Engineering and the Planning Department will get together and discuss plans to start a bike rack policy.

5. Other

With no other business the meeting was adjourned at 4:30 pm.



Memo

June 26, 2015

To: Traffic Technical Advisory Committee Members
From: Jeremy Gorden, PE, PTOE *Jmg*
Division Engineer, Transportation
Subject: Speed & Volume Count Data on East Gateway Circle

From summer of 2013

Traffic staff collected speed and volume data on East Gateway Circle (EGC) in August at 2 locations; one at 1429 EGC and the other further south at 1612 EGC.

The data collected at the 1429 EGC location shows that daily traffic counts in both directions is right around 1000 vehicles per day, with the average speed 23mph and the 85% speed is calculated to be 27 miles/hour.

The data collected at the 1612 EGC location shows that daily traffic counts in both directions is right around 2250 vehicles per day, with the average speed of 27mph and the 85% speed is calculated to be 32 miles/hour.

The data is revealing that East Gateway Circle carries a low volume of traffic with speeds that are in the range of 25-32 miles/hour. These findings are consistent with what a typical local street should have with respect to traffic volumes and speeds.

My recommendation for this street is to maintain the current enforcement practice, but not add any stop signs or traffic calming items to the street.

From June 2015

Traffic staff collected speed and volume data on East Gateway Circle (EGC) in June at 2 locations; one near EGC & Villa Drive (on the bend) and the other further south at 1612 EGC.

The data collected near Villa Drive shows that daily traffic counts in both directions is right around 1829 vehicles per day, with the average speed 23mph and the 85% speed is calculated to be 27 miles/hour.

The data collected at the 1612 EGC location shows that daily traffic counts in both directions is right around 2200 vehicles per day, with the average speed 26mph and the 85% speed is calculated to be 31 miles/hour.

I have attached the data sheets from each location printed out from our radar counter.

The data is consistent showing that this street carries a low volume of traffic with speeds that are acceptable for this type of roadway. My recommendation is to continue with our enforcement in the area and leave the roadway as it is.

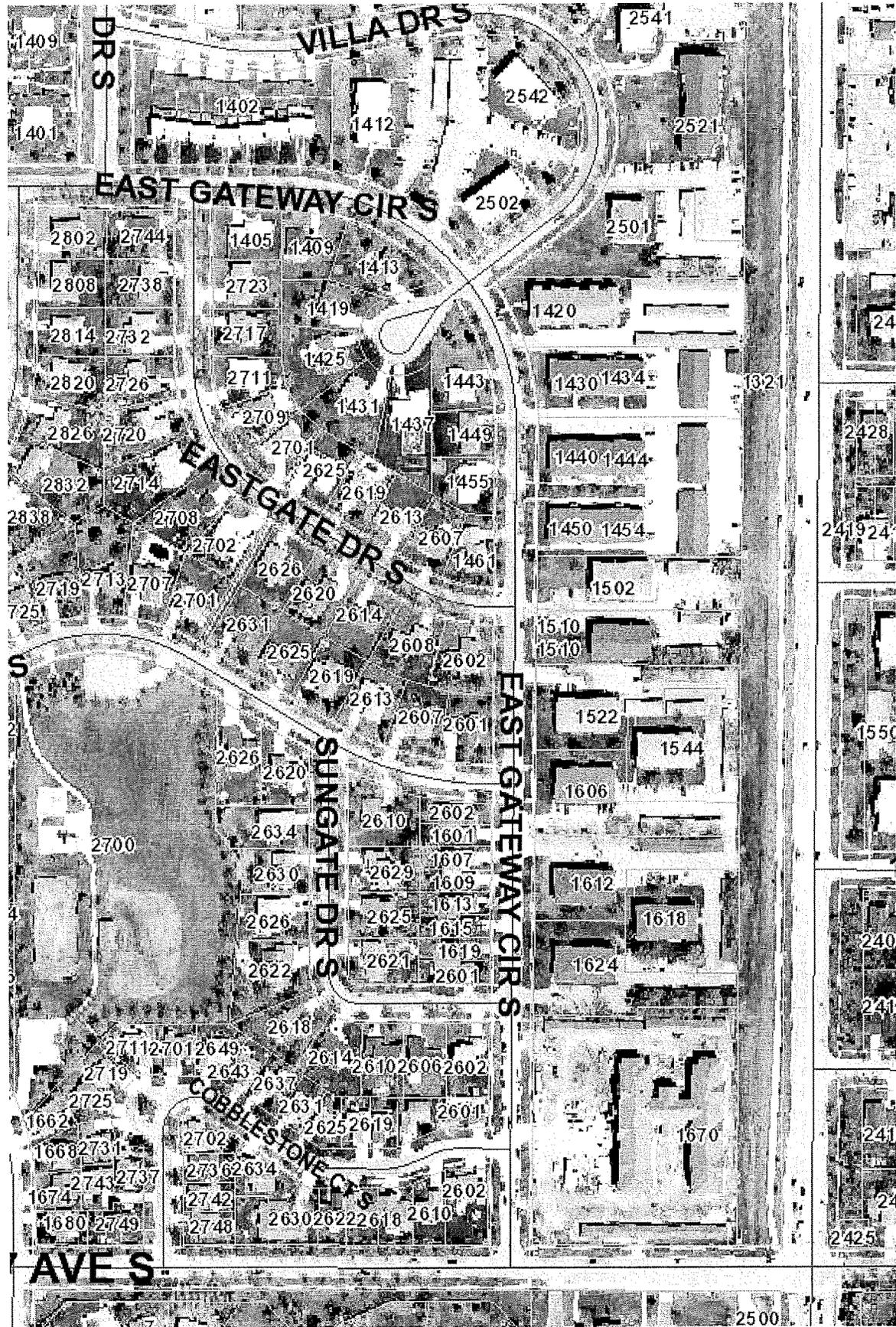
JMG/klo
Attachments

Street Lighting
Sidewalks

Design & Construction
Traffic Engineering

Truck Regulatory
Flood Plain Mgmt.

Mapping & GIS
Utility Locations



1409

1401

VILLA DR S

1402

1412

2542

2541

2521

EAST GATEWAY CIR S

2502

2501

2802 2744

1405

1409

2808 2738

2723

1413

2814 2732

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2820 2726

2711

1425

2826 2720

2709

1431

2832 2714

2701

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2708

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2707

2702

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2619

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1455

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2701

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1440 1444

1450 1454

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EGL + Villa Drive

Your Company Name

Street Address
Location, Zip or Postal Code
Phone or Tag Line

Site Code: 00000006
Station ID:

Latitude: 0' 0.000 South

COMBINED

Report for Report From 6/9/2015 12:28:24 PM to 6/15/2015 2:21:24 PM

SPEED STATISTICS - 15 to 70+ by 5 MPH

Speed in MPH	1 - 15	16 - 20	21 - 25	26 - 30	31 - 35	36 - 40	41 - 45	46 - 50	51 - 55	56 - 60	61 - 65	66 - 70	71 - 75	76 - 999
Count	1159	1637	3922	2575	281	14	0	2	0	0	0	1	0	10
Percent	12.1	17.1	40.8	26.8	2.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Over Speed	15	20	25	30	35	40	45	50	55	60	65	70	75	999
Count	8442	6805	2883	308	27	13	13	11	11	11	11	10	10	0
Percent	87.9	70.9	30.0	3.2	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0

Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%
Speed	13	15	17	23	23	24	27	28	30

Average 23
(Mean)

Pace Speed 20-29
Number in 6732
Pace
Percent in 70.1
Pace

Your Company Name

Street Address
 Location, Zip or Postal Code
 Phone or Tag Line

Latitude: 0' 0.000 South

COMBINED - Direction 1, Direction 2

Report for Report From 6/9/2015 1:00:00 PM to 6/15/2015 2:27:06 PM

SPEED STATISTICS - 15 to 70+ by 5 MPH

Speed in MPH	1 - 15	16 - 20	21 - 25	26 - 30	31 - 35	36 - 40	41 - 45	46 - 50	51 - 55	56 - 60	61 - 65	66 - 70	71 - 75	76 - 999
Count	431	1233	3387	4908	1776	221	25	3	1	1	0	1	0	3
Percent	3.6	10.3	28.2	40.9	14.8	1.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Over Speed	15	20	25	30	35	40	45	50	55	60	65	70	75	999
Count	11559	10326	6939	2031	255	34	9	6	5	4	4	3	3	0
Percent	96.4	86.1	57.9	16.9	2.1	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%	55%	60%	65%	70%	75%	80%	85%	90%	95%	99%
Speed	16	19	21	26	26	26	27	31	32	34	34	34	34	34	34	34	34	34	34	34

Average 26
 (Mean)

Pace Speed 22-31
 Number in 8522
 Pace
 Percent in 71.1
 Pace

1112 E.G.C.



MEMORANDUM

TO: Parking Commission
FROM: Joe Nigg, Planner
DATE: June 19, 2015
RE: Review On-Street (4-Hour) Time Zone Concept – Phase II Implementation

Attachment 3

Background. At the October (2013) retreat the Parking Commission spent a significant amount of time discussing and exploring a range of issues and priorities. The highest priority identified (at that time) focused on the development of an on-street parking strategy that would simplify the system and make better use of underutilized on-street capacity in ‘fringe’ blocks. The *2012 Parking Evaluation Study* and *1999 Downtown Parking Study* strongly indicate that there is a need to simplify on-street parking in the downtown area.

The Parking Commission has been working over the last two years to develop an on-street time zone concept and in general, the concept transitions a majority of the on-street parking to 4-hour time zones other than Broadway, Roberts St, 5th Street N, 8th St S and 7th St S which would remain 90 minute zones. There would also be a few pockets of 2 hour time zones in a couple specific areas. With this concept, the re-park ordinance would continue to apply and in regards to the 4-hour time zones a vehicle would still need to move at minimum once per day.

In September (2014) the Parking Commission initiated implementation of “Phase I” which included the area from 5th Street to the Red River and from the railroad tracks to 2nd Street S. Phase I was identified as more of a trial, since limited public input and outreach had been completed. The trial period allowed the city the ability to monitor the change and look for any unforeseen issues – before pursuing implementation of the entire concept within the downtown core. Phase I was completed in December (2014) and by all accounts it appears the change is working as anticipated.

As a reminder, the rationale for these rather aggressive changes included the following considerations:

- A majority of the ‘fringe’ blocks have an on-street utilization number at or well below 50%.
- A majority of city owned parking facilities are at or over capacity – and there is limited hourly or transient parking available in these off-street locations.
- Complexity of the existing time zone system (see attached map).
- Consistency and efficiency from an enforcement perspective.
- Supplemental ‘longer term’ parking that is proximal to the downtown core.

Public Outreach and Input. In 2013 a task force was formulated by the Parking Commission to develop this time zone concept; which included representatives from the business community, police department and DCP. The concept has also been reviewed and supported by the Traffic Technical Advisory Committee (TTAC). Additionally, on June 11th and 16th the Parking Commission in collaboration with the DCP hosted two (2) public input meetings to provide an opportunity for downtown residents, merchants, property owners and stakeholders to review and provide feedback on the concept. The meetings were attended by approximately 40 individuals and there was good discussion at each. Attached is a copy of all written comments received to-date. Outlined below are a few highlights from the discussions:

- Overall, feedback specific to the 4-hour concept was very positive. A simplified approach and the ability to effectively communicate the on-street program to the public seemed to be important selling points.

- If the intent is to simplify time zones downtown – why not eliminate the 90 minute zones and only have 2 hour and 4 hour time zones? The Fargo Police Department provided similar feedback – primary from an enforcement perspective.
- The re-park ordinance continues to produce a lot of negative feedback. In particular, attendees questioned why the ordinance needs to apply to all areas in the downtown core. As an example of the impact of the re-park ordinance, attached are two (2) photos submitted that show only a handful of cars on 1st Ave S during the peak hour.
- Signage – some attendees were aware that the Parking Commission has casually explored a signage concept that would be more intuitive and would more effectively communicate overnight parking restrictions. They questioned why the Parking Commission would not implement these signage changes at the same time that all the on-street signage was either transitioning to 4 hour zones or being cleaned up.

Implementation. A tentative implementation schedule would be as follows:

Parking Commission Review / Recommendation	June 26, 2015
Traffic Technical Advisory Committee Review	July 1, 2015
City Commission	July, 2015
Signage Changes / Implementation	late July and early August 2015

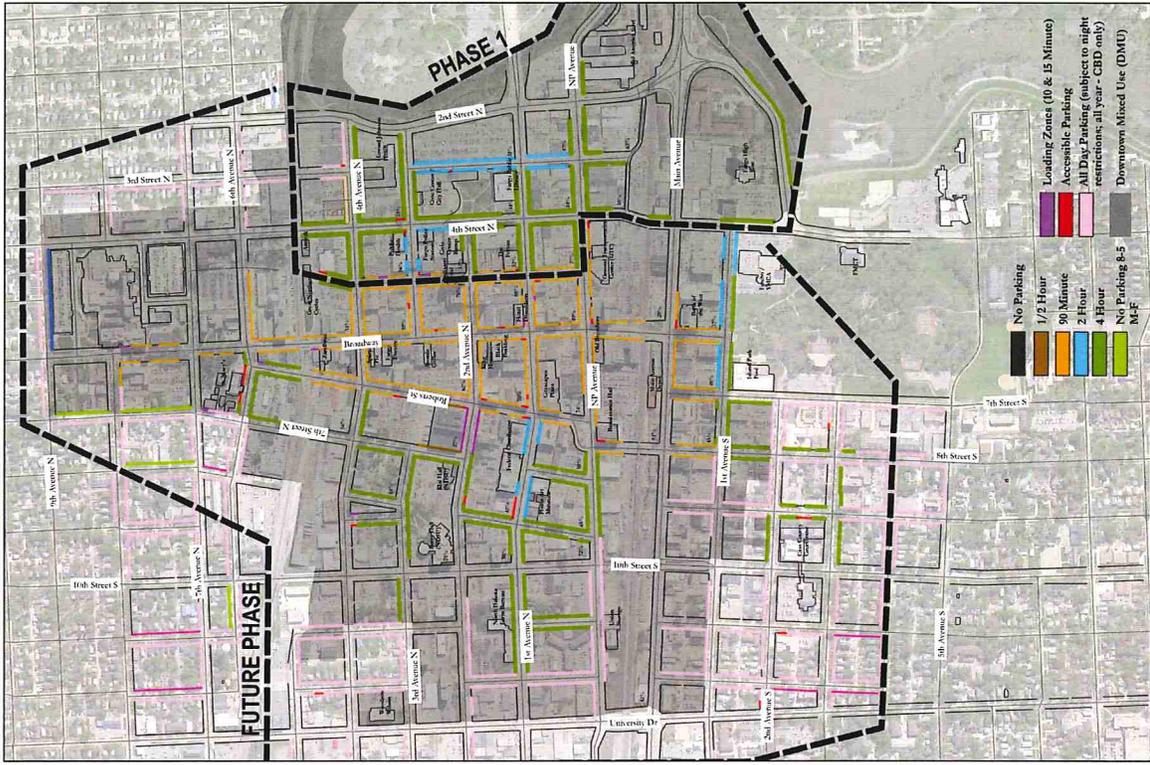
Maps & Attachments. Two (2) maps are attached for your reference: (1) Existing Time Zones; (2) Proposed Downtown Concept.

In addition, the following items are included:

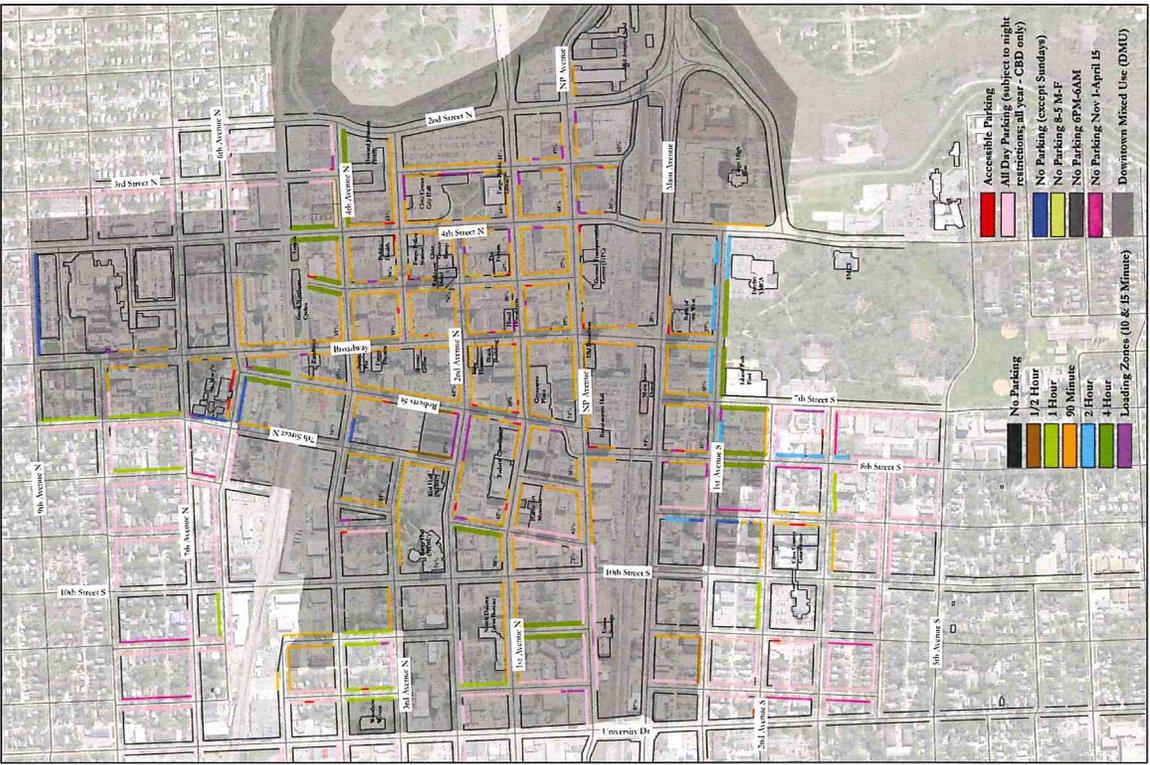
- Copy of the public input notice and all written comments received to-date
- Summary of the on-street and off-street parking program in the downtown core
- Summary of the on-street signage and overnight parking restriction issues

Recommendation. To approve the on-street time zone changes as depicted in the attached map.

PROPOSED CONCEPT - DOWNTOWN CORE



EXISTING TIMES ZONES (CENTRAL BUSINESS DISTRICT)



Dynamics of Downtown Fargo Parking

(On-street & Off-street)



General Overview: In 1948 North Dakota voters approved a ban on parking meters as part of a statewide initiative. This law restricts municipalities from operating on-street parking meters (N.D.C.C. 39-01-09). As such, the City has utilized time zones to establish an environment in the downtown core where there is adequate turn-over of parking spaces to support a healthy retail and business environment.

On-Street Parking: As shown in the attached exhibit, there are a number of time zones in the downtown core – with a large percentage of the corridors at 90 minutes. On-street time zones are enforced between 8 a.m. and 5 p.m. Monday through Saturday. Parking studies completed by the City strongly suggest that on-street parking in the core needs to be simplified (too many time zones) and that there is a significant amount of on-street parking that is underutilized in ‘fringe’ blocks. Outlined below are a few additional factors that apply to on-street parking in the core:

Overnight Restrictions: By City code and within the Central Business District (CBD) it is unlawful to park between the hours of 2 a.m. and 7 a.m. on streets and avenues, dependent upon the day. This is a year-around restriction to accommodate snow removal and street sweeping; unlike other ‘core’ areas of the city that have restrictions from 1 a.m. to 7 a.m. between November and April.

North/South Streets – restricted between 2 a.m. and 7 a.m. on Tuesday, Thursday, Saturday

East/West Avenues – restricted between 2 a.m. and 7 a.m. on Monday, Wednesday, Friday and Sunday

Downtown Residential Parking Pass Program (DRP3): This permit program allows downtown residents the ability to park ‘on-street’ and not be subject to time zone restrictions. Permits are not valid on Broadway or critical retail corridors – and residents are still subject to overnight restrictions per above. These permits are \$25 per month and require proof of residency in the downtown core.

Re-Park Ordinance: The City of Fargo has had language in the municipal code addressing “re-parking” or “short moves” since the early 1960’s. In short, the city does not allow drivers to move their car from one parking space to another space on the same block to avoid receiving a parking ticket. The re-park ordinance and signage state that a vehicle must move off the block face and not return for a minimum of 4 hours. Enforcement of the re-park ordinances was problematic until the city transitioned to digital handheld units about 10 years ago. The City currently uses Automatic License Plate Recognition (ALPR) software which has further improved the efficiency of enforcement in the downtown core.

4HOUR CONCEPT: The Parking Commission has been working over the last year (+) to develop an on-street time zone concept for the downtown core that would simplify the system and also make better use of underutilized on-street capacity in ‘fringe’ blocks. In general, the concept suggests making a majority of the on-street parking 4 hour time zones other than Broadway, Roberts Street and 5th Street which would remain as 90 minute time zones. The Parking Commission and City Commission decided to implement an initial phase between 5th Street and the Red River which was completed in November (2014).

To note, the re-park ordinance would continue to apply and in regards to the 4-hour time zones a vehicle would still need to move at minimum once per day.

The rationale for this rather aggressive change includes a number of considerations:

1. A majority of the ‘fringe’ blocks have an on-street utilization number at or well below 50%.
2. A majority of city owned parking facilities are at or over capacity – and there is limited hourly or transient parking available in these off-street locations.
3. Complexity of the existing time zone system (see exhibit).
4. Consistency and efficiency from an enforcement perspective.
5. Supplemental ‘longer term’ parking that is proximal to the downtown core.

Off-Street Parking: The City owns and operates seven (7) surface parking lots and three (3) structured parking facilities which equates to approximately 1,600 off-street spaces. NP Avenue (surface lot), the Civic Center Ramp and both 2nd Avenue North surface lots accommodate limited hourly/transient parking with rates ranging between \$1.00 to \$1.50 per hour and daily rates between \$5.00 to \$7.00. Parking is free in all city off-street surface lots between 5 p.m. and 8 a.m. (other than during special events).

“Plenty of Parking” POP Program: The current POP program is intended to provide convenient and affordable hourly/transient parking to downtown customers. The program provides a downtown customer with a FREE hour of parking and the city invoices the corresponding business at a reduced rate (\$0.75) for each ticket collected. This program will be changing as the city transitions in the next year to digital pay stations (kiosks) at parking facilities that accommodate hourly/transient parking.