

**City of Moorhead
Committee of the Whole
Meeting Minutes
March 19, 2012 at 5:30 PM
City Hall Council Chambers**

Pursuant to due call and notice thereof, a regular meeting of the Committee of the Whole was held in the City Hall Council Chambers, on March 19, 2012, at 5:30 PM.

Roll call of the members was made as follows:

1st Ward Council Member:	Luther Stueland	Present
1st Ward Council Member:	Nancy Otto	Present
2nd Ward Council Member:	Heidi Durand	Present
2nd Ward Council Member:	Mark Altenburg	Present
3rd Ward Council Member:	Mike Hulett	Present
3rd Ward Council Member:	Brenda Elmer	Present
4th Ward Council Member:	Mark Hintermeyer	Present
4th Ward Council Member:	Steve Gehrtz	Present
Mayor:	Mark Voxland	Present

Committee of the Whole Meeting

1. [Public Hearing to Receive Comments Regarding Municipal Redistricting Plans](#)

Minutes: The following individuals addressed the Mayor and Council regarding the preference of residents living in the "Historic Comstock Neighborhood" to remain within Ward 2.

- Donna McMaster, Moorhead resident
- John Sherman, Moorhead resident
- Diane Wray Williams, Moorhead resident

2. [Downtown Railroad Preemption System Discussion](#)

Minutes: Rick Campbell, Campbell Technology Corporation (CTC), provided a summary of the report, "Quiet Zone - Recommended Operational Improvements for Highway-Rail Grade Crossing" and clarified the following in response to Mayor and Council questions:

- Crossing safety features of the current system cause significant traffic delays resulting in numerous citizen complaints.
- CTC was asked to review Moorhead's quiet zone preemption operation to see if system refinements could be made to help reduce traffic congestion.
- Moorhead faces a number of challenges to the railroad preemption system including intersections preempted by both tracks, multiple tracks, and crossing train tracks.
- Analysis conducted by CTC resulted in a number of recommended short-term and long-term traffic signal operation improvements:
 - Improve efficiency of intersections overall.
 - Improve efficiency of intersections during preemption.
 - Utilize voyage capabilities during preemption.

- Use of an Interconnected Grade crossing Operations Recorder (IGOR).
- Improve preemption operation.
- Proposed one-way couplets at 11th and 14th Streets.
- Improve Emergency Vehicle Preemption.
- Implement flashing yellow arrow for left turn lanes.
- Create dedicated turn lanes.
- Completion of a railroad grade separation project.
- Implement traffic management plan during flooding incidents.
- Utilize other safety and operational solutions.
- Trial implementation of the one-way couplet option could be conducted with very little expense. If the couplet is implemented, warning devices could also be reconfigured to reduce delays.
- Burlington Northern Santa Fe (BNSF) Railroad has been instrumental in providing data for the CTC report, recognizes preemption delay issues, and is interested in continuing to minimize additional warning times.
- Cost estimates for traffic signal improvements are estimated at:
 - City traffic signals – \$290,000
 - State traffic signals – \$160,000
 - State traffic signals beyond 14th Street – \$5,000 per location
 - Railroad timing changes – \$50,000
 - Railroad circuit changes – additional study required
 - IGOR System - \$132,000
 - IGOR Video - \$9,000 per location plus \$2,900 camera
 - Signal System Timing Plans - \$100,000
 - Sign Installations - \$400 per location
- Specific recommendations that would be the most useful and cost-effective are pedestrian/vehicle detectors and intelligent software for the traffic signal controller. Further study of the one-way couplet concept is also highly recommended as a possible permanent solution.
- A formula is used to calculate the amount of time necessary for pedestrians to clear crosswalks. Crosswalk time can be increased.
- Traffic signals can be made smarter to increase the efficiency at intersections.

City staff clarified the following:

- Metropolitan Council of Governments (Metro COG) will be conducting a corridor study along Main Avenue, 8th Street, and Center Avenue. Intersection improvements may be recommended following this study. Minnesota Department of Transportation (Mn/DOT) has

agreed to honor Metro COG intersection improvement recommendations even after their current scheduled street improvement project.

- City staff recommends negotiating a scope of work with CTC for additional study on some recommendations.

The Mayor and Council noted that improvement to railroad preemption delays will be well received by local drivers. City staff was directed to provide a proposed plan for Moorhead's quiet zone preemption operation at an upcoming City Council meeting.

3. [City Manager Reports](#)

Minutes: Michael Redlinger, City Manager, provided the following reports:

- The second City Council strategic planning session will take place on March 20, 2011.
- City staff recently provided testimony at the Minnesota House Tax Committee related to property tax exemption.
- A bonding bill for Moorhead flood mitigation work will not likely be determined until the end of the legislative session.
- City staff has been communicating regularly and providing active support to Pactiv following their recent fire.

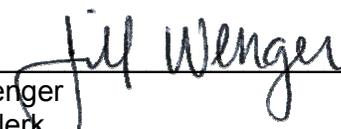
Meeting adjourned at 7:17 p.m.

APPROVED BY:



Mark Voxland
Mayor

ATTEST:



Jill Wenger
City Clerk

The proceedings of this meeting are digitally recorded and are available for public review.

Respectfully submitted by:
Jill Wenger, City Clerk