

# City Of East Grand Forks Planning And Zoning Commission

600 DeMers Avenue \* East Grand Forks, MN 56721  
(218) 773-0124 \* (218) 773-2507 fax nellis@egf.mn

## ORGANIZATIONAL MEETING

### AGENDA

Thursday, January 10, 2019 – 12:00 Noon  
East Grand Forks City Hall Training Conference Room

### MEMBERS

Boushey \_\_\_\_\_ Gordon \_\_\_\_\_ Powers \_\_\_\_\_ DeMers \_\_\_\_\_  
Erickson \_\_\_\_\_ Christianson \_\_\_\_\_ Marcott \_\_\_\_\_

- A. CALL TO ORDER
- B. ROLL CALL
- C. DETERMINATION OF A QUORUM
- D. ELECTION OF CHAIRPERSON
  - 1. Nominations
  - 2. Close Nominations
  - 3. Written Ballot If More Than One Nominee
  - 4. Results Declared
- E. ELECTION OF VICE CHAIRPERSON
  - 1. Nominations
  - 2. Close Nominations
  - 3. Written Ballot If More Than One Nominee
  - 4. Results Declared
- F. ELECTION OF SECRETARY
  - 1. Nominations
  - 2. Close Nominations
  - 3. Written Ballot If More Than One Nominee
  - 4. Results Declared
- G. SET MEETING TIME
- H. ADJOURNMENT

# City Of East Grand Forks Planning And Zoning Commission

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## AGENDA

**THURSDAY, January 10<sup>th</sup>, 2019 – 12:00 P.M.**  
East Grand Forks City Hall Training Conference Room

### MEMBERS

Boushey \_\_\_\_\_ Christianson \_\_\_\_\_ DeMers \_\_\_\_\_ Erickson \_\_\_\_\_  
Marcott \_\_\_\_\_ Powers \_\_\_\_\_ Gordon \_\_\_\_\_

- A. CALL TO ORDER
- B. CALL OF ROLL
- C. DETERMINATION OF A QUORUM
- D. COMMUNICATION:
  - 1. None
- E. APPROVAL OF MINUTES
  - 1. Matter Of Approval Of The November 8<sup>th</sup>, 2018 Regular Meeting Minutes Of The East Grand Forks Planning Commission
- F. OLD BUSINESS
  - None.
- G. NEW BUSINESS
  - 1. PUBLIC HEARING. Matter of Final Approval of the Coulee View First Resubdivision Plat.....Ellis
  - 2. Matter of Final Approval of the 2045 Long Range Transportation Plan Bike and Pedestrian Element.....Viafara

Individuals with disabilities, language barriers or other needs who plan to attend the meeting and will need special accommodations should contact Nancy Ellis, ADA Coordinator at (218)-773-2208. Please contact us at least 48 hours before the meeting to give our staff adequate time to make arrangements. Also, materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with limited English proficiency (LEP) by contacting the ADA Coordinator (218)-773-2208 five (5) days prior to the meeting.

- 3. Matter of Final Approval of the City of East Grand Forks ADA Transition Plan for Public Rights of Way.....Ellis

H. OTHER BUSINESS

I. ADJOURNMENT

**Randy Boushey, Gary Christianson, Marc DeMers, Chad Erickson,  
Kevin Marcott, Mike Powers, and Charles Gordon**

Individuals with disabilities, language barriers or other needs who plan to attend the meeting and will need special accommodations should contact Nancy Ellis, ADA Coordinator at (218)-773-2208. Please contact us at least 48 hours before the meeting to give our staff adequate time to make arrangements. Also, materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with limited English proficiency (LEP) by contacting the ADA Coordinator (218)-773-2208 five (5) days prior to the meeting.

**EAST GRAND FORKS  
REGULAR  
PLANNING COMMISSION MINUTES  
Thursday, November 8, 2018 – 12:00 Noon  
East Grand Forks City Council Chambers**

**CALL TO ORDER**

President Powers, called the November 8, 2018, meeting of the East Grand Forks Planning Commission to order at 12:05 p.m.

**CALL OF ROLL**

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

Absent: Randy Boushey, Kevin Marcott and Marc DeMers arrived at 12:30

Guest(s) present: Earl Haugen, MPO Executive Director, Jairo Viafara, MPO Senior Transportation Planner

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 October 11, 2018 REGULAR MEETING**

A Motion was made by Commissioner Christianson, Seconded by Commissioner Erickson to approve the minutes from the October 11, 2018, Regular Meeting. M/S/P-Christianson, Erickson; 4-0, mc.

**OLD BUSINESS**

None

**NEW BUSINESS**

**Matter of Preliminary Approval of the 2045 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. 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 regulations and FAST, the MPO has updated the goals and objectives to give more prominence to the performance measures the MPO already collects data on. The MPO has also updated 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 have been involved and concur with the update for the Street/Highways Element.

The Street/Highways is a full update that includes maps, data and information about the vehicular network throughout the Grand Forks-East Grand Forks Metro area. The update recommends a future focus of preserving the existing roadway network in a "state of good repair". The focus has allocated most of the available future funding in preserving, rehabbing or reconstructing the existing street and highway system. The revenue has not been sufficient to keep the system, in the desired "state of good repair".

With the adoption of this Element, the Multi-modal Metropolitan Transportation Plan out to the horizon year of 2045 identifies the goals, performance and recommended projects for the total transportation system. This assists in the goal of a transportation system in any city to provide access to facilities, goods, services and activities. Supporting different forms of transportation modes gives users the choice whether it is to make trips entirely by walking and biking or catching a ride on the public transit or in a vehicle transporting on the street highway network.

#### Findings/Analysis

The current MPO street/Highway Modes Element of the MPO's Transportation Plan has a request to consider an amendment.

The City of East Grand Forks City Comprehensive Plan does contain the MPO's Plan and needs to also consider the amendment.

The recommended amendment does maintain a financial plan that is fiscally constrained.

The City of East Grand Forks City Comprehensive Plan needs to be amended to contain the updated Street/Highway Modes Element.

MPO Haugen stated that he would like to come back in December for a final approval.

Marc Demers arrived at 12:30.

CP Ellis stated that she doesn't foresee a lot of new information that the MPO would be providing and she is recommending that a motion to approve the plan and send it to the Council for final approval be made by the Commissioners at this point.

A Motion was made by Commissioner Erickson, Seconded by Commissioner Gordon to approve the MPO Street/Highway Update and send it to the Council for Final Approval. M/S/P- Erickson, Gordon; 5-0, mc.

The presentation MPO Haugen used will be included in the Minute Book.

### **OTHER BUSINESS**

CP Ellis stated that so far nothing has come up for the December meeting. Going into 2019 the Commissioners will need to re-hear the McBrotter Addition. And there possibly will be a couple of lot splits requested.

### **ADJOURNMENT**

A Motion was made by Commissioner Erickson, seconded by President Mike Powers to adjourn the meeting at 12:43 pm. M/S/P- Erickson, Powers; 5-0, mc.

Respectfully submitted by,

Brenda Ault  
Executive Assistant

## **NOTICE OF PUBLIC HEARING**

**The East Grand Forks Planning Commission has scheduled a Public Hearing to consider the Final Plat approval of Coulee View First Resubdivision being the Replat of Lot 2, Block 2 Coulee View Addition, and Unplatted Parts of the NW1/4 NW1/4 of Section 18-151-49. This Public Hearing is scheduled for Thursday, January 10, 2019 at 12:00 P.M. NOON in the East Grand Forks City Hall Training Room, located at 600 DeMers Avenue, East Grand Forks, MN.**

David Murphy  
City Administrator  
City of East Grand Forks, MN

**City Of East Grand Forks**  
**Planning And Zoning Commission**

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# Memo

**To:** Planning Commission

**From:** Nancy Ellis, City Planner

**Date:** 12/31/2018

**Re:** Preliminary and Final Approval of Coulee View First Resubdivision

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STAFF RECOMMENDATION:

Staff recommends approving the final plat of Coulee View First Resubdivision with the following conditions:

- 1) Submit a digital file to the planning office.
- 2) Pay fee to Polk County for recording

BACKGROUND AND SUPPORTING DOCUMENTATION OF REQUEST:

The replat involves giving a sliver of property to the Peschs' from the property to the north and squaring up of the two Coulee View lots.

GENERAL INFORMATION

APPLICANTS/PROPERTY OWNERS: City of East Grand Forks and Dean and Angie Pesch

REQUESTED ACTION: Applicant is requesting final approval of Coulee View First Resubdivision being the Replat of Lot 2, Block 2 Coulee View Addition and Unplatted Parts of the NW 1/4 NW 1/4 Section 18-151-49

SITE ZONING/LAND USE: PUD/R-1 is the current zoning

SURROUNDING ZONING/LAND USE:

North: PUD zoning, Coulee View Addition, single family homes  
West: PUD zoning and County property, single family home  
South: R-1 zoning, Middle School  
East: R-1 zoning, South Point Elementary and single family homes

COMMENTS:

The City of East Grand Forks currently owns Lot 2 Block 2 of Coulee View Addition and Dean and Angie Pesch own the lot to the south. The lot owned by the Peschs is under a meets and bounds description. When the City of East Grand Forks obtained the property to the north of Peschs', it was discovered that there was a triangular sliver of property owned by the City behind the Peschs lot. As well, the Peschs lot legal description did not form a closed lot – it was open at the Coulee. Finally, the lots were not perpendicular, but at an angle to the road right-of-way.

Therefore, the City of East Grand Forks worked with Dean and Angie Pesch to give them the property behind the house and square up the property near the road, making the lots more rectangular with closed legal descriptions. This is a simple subdivision that requires final approval from City Council.

Encl.

# COULEE VIEW FIRST RESUBDIVISION TO THE CITY OF EAST GRAND FORKS, MINNESOTA

## Being a Replat of Lot 2, Block 2, Coulee View Addition, and Unplatted Parts of the NW1/4NW1/4 Section 18-151-49 Polk County, Minnesota

### INSTRUMENT OF DEDICATION:

KNOW ALL MEN BY THESE PRESENTS: That The City of East Grand Forks, a Municipal Corporation under the laws of the State of Minnesota, with Dean M. Pesch, its Mayor, and Angela Kaye Pesch, its City Administrator, as its duly authorized officers, and David Murphy, its City Treasurer, as its duly authorized agent, do hereby dedicate to the City of East Grand Forks, Minnesota, the following described property to wit:

On this \_\_\_\_\_ day of \_\_\_\_\_, 2019, before me personally appeared Dean M. Pesch and Angela Kaye Pesch, known to me to be the persons described in and who executed the within instrument, and acknowledged to me that they executed the same.

Notary Public, County of Polk  
State of Minnesota  
My Commission Expires: \_\_\_\_\_

STATE OF MINNESOTA )  
COUNTY OF POLK )

On this \_\_\_\_\_ day of \_\_\_\_\_, 2019, before me personally appeared Steve Gandler, Mayor, and David Murphy, City Administrator/Clerk-Treasurer of the City of East Grand Forks, Minnesota, and I, \_\_\_\_\_, a Notary Public, known to me to be the persons described in and who executed the within instrument, and acknowledged to me that they executed the same.

Notary Public, County of Polk  
State of Minnesota  
My Commission Expires: \_\_\_\_\_

A tract of land in Gov. Lot 1, of Sec. 18, Twp. 151 N., R. 49 W., and more particularly described as follows: Commencing at the North-East corner of Gov. Lot 1, in Sec. 18, Twp. 151 N., R. 49 W.; thence North 89° 55' 21" W. 296.27 feet to the East corner of the same; thence South 88° 44' 08" E. 302.82 feet to a point marked by an iron pin, thence South 76 degrees 21 minutes 00 seconds West a distance of 225.82 feet to a point, on the Right-of-Way line of State Highway #220, marked by an iron pin, thence North 28 degrees 35 minutes 00 seconds West a distance of 207.13 feet to a point marked by an iron pin, thence South 76 degrees 21 minutes 00 seconds East a distance of 317.79 feet to the true point of beginning.

Have caused the same to be surveyed and platted as COULEE VIEW FIRST RESUBDIVISION TO THE CITY OF EAST GRAND FORKS, MINNESOTA, and do hereby dedicate Seventeen (17) Acres, Avenue Southeast and easements, the dimensions of which are plotted hereon, to the public use forever.

Dean M. Pesch and Angela Kaye Pesch  
Owner of Unplatted Tract per Dec. No. 594845

Dean M. Pesch  
Landowner

Angela Kaye Pesch  
Landowner

City of East Grand Forks  
Owner of Lot 2, Block 2, COULEE VIEW ADDITION

Steve Gandler  
Mayor

David Murphy  
City Administrator/Clerk-Treasurer

### SURVEYOR'S CERTIFICATE:

I hereby certify that I have surveyed and platted the property described on the within plat for the City of East Grand Forks, Minnesota, and that the representation of the survey, that all distances are correctly shown on the plat in feet and hundredths of a foot, that all monuments will be placed in the ground as shown, that the outside boundary lines are correctly designated on the plat and that there are no wellheads as defined in MS 505.01, Subd. 3 or public highways to be designated other than as shown.

Garrett R. Borowicz, Professional Land Surveyor  
Minnesota Registration No. 45365

STATE OF MINNESOTA )  
COUNTY OF POLK )

The foregoing Surveyor's Certificate was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 2019, by Garrett R. Borowicz, Minnesota Registration Number 45365.

Notary Public, County of Polk  
State of Minnesota  
My Commission Expires: \_\_\_\_\_

Chad Erickson, Secretary  
City Planning Commission of East Grand Forks, Minnesota

### CITY COUNCIL APPROVAL:

I hereby certify that the within plat of "COULEE VIEW FIRST RESUBDIVISION" TO THE CITY OF EAST GRAND FORKS, MINNESOTA, was approved by the City Council of the City of East Grand Forks, Minnesota, at a regularly scheduled meeting of said City Council held on the \_\_\_\_\_ day of \_\_\_\_\_, 2019.

David Murphy, City Administrator  
City of East Grand Forks, Minnesota

### CITY PLANNING COMMISSION APPROVAL:

I hereby certify that the within plat of "COULEE VIEW FIRST RESUBDIVISION" TO THE CITY OF EAST GRAND FORKS, MINNESOTA, was approved by the City Planning Commission of the City of East Grand Forks, Minnesota, at a regularly scheduled meeting of said Planning Commission held on the \_\_\_\_\_ day of \_\_\_\_\_, 2019.

Chad Erickson, Secretary  
City Planning Commission of East Grand Forks, Minnesota

### COUNTY AUDITOR TAX STATEMENT:

No delinquent taxes due, and transfer entered this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

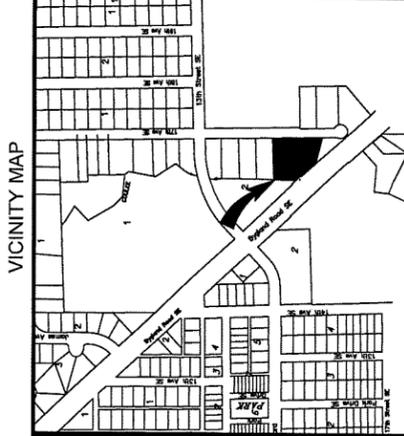
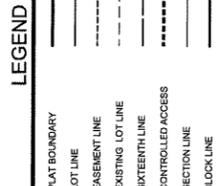
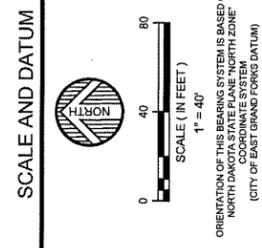
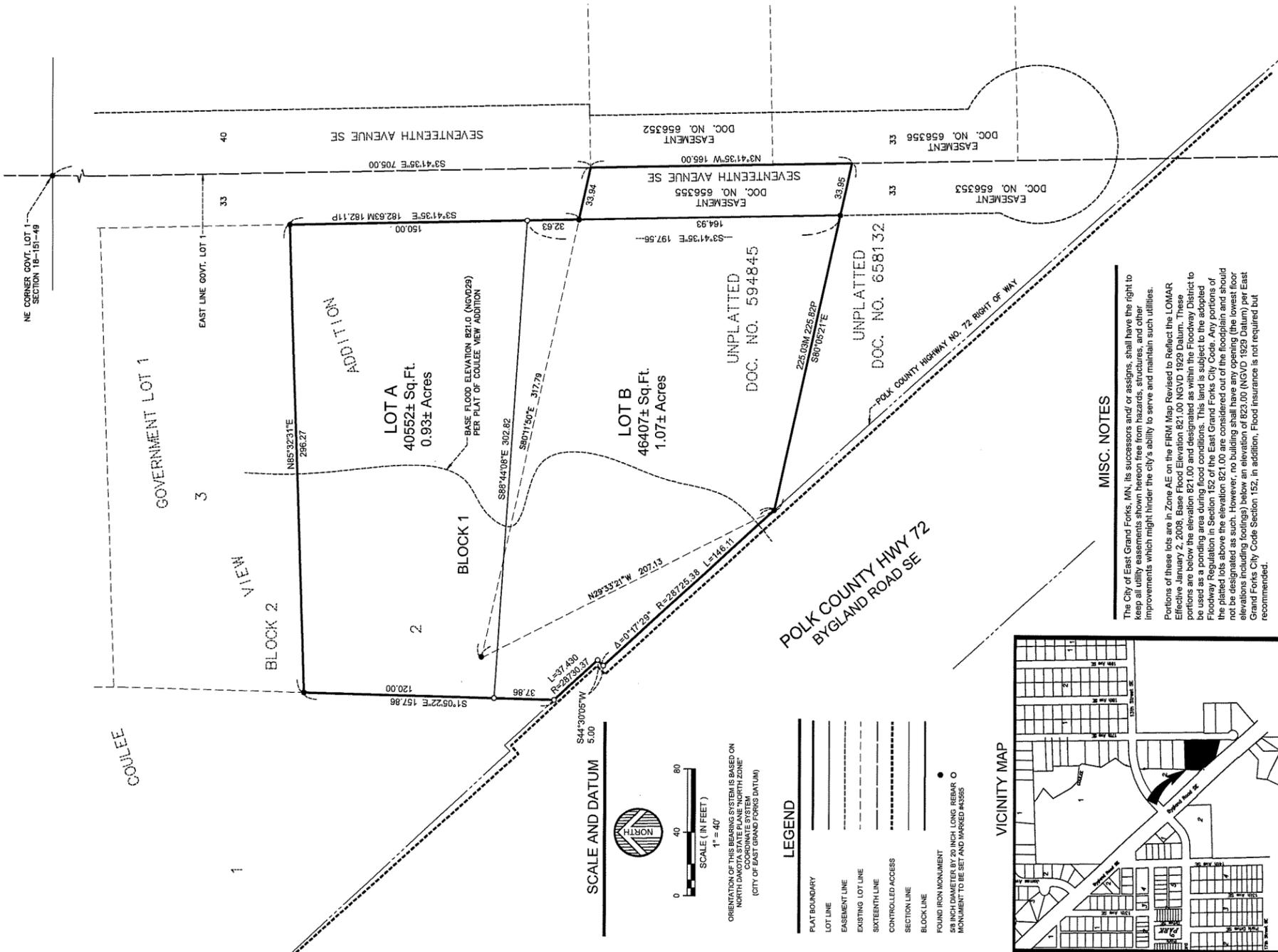
Polk County Auditor  
State of Minnesota

### RECORDING CERTIFICATE

COUNTY RECORDER CERTIFICATE  
DOCUMENT NUMBER \_\_\_\_\_

I hereby certify that this instrument was filed in the office of the Polk County Recorder for record on this \_\_\_\_\_ day of \_\_\_\_\_, 2019 at \_\_\_\_\_ o'clock \_\_\_\_\_ M., and was duly recorded in Book \_\_\_\_\_ of \_\_\_\_\_ on page \_\_\_\_\_.

Polk County Recorder  
State of Minnesota



### MISC. NOTES

The City of East Grand Forks, MN, its successors and/or assigns, shall have the right to keep all utility easements shown hereon free from hazards, structures, and other improvements which might hinder the city's ability to serve and maintain such utilities. Portions of these lots are in Zone AE on the FRM Map Revised to Reflect the LOMAR Effective January 2, 2008, Base Flood Elevation 821.00 NGVD 1929 Datum. These portions are below the elevation 821.00 and designated as within the Floodway District to be used as a ponding area during flood conditions. This land is subject to the adopted Floodway Regulation in Section 152 of the East Grand Forks City Code. Any portions of the platted lots above the elevation 821.00 are considered out of the floodplain and should not be designated as such. However, no building shall have any opening the lowest floor (including porches) below an elevation of 823.00 (NGVD 1929 Datum) per East Grand Forks City Code Section 152. In addition, Flood Insurance is not required but recommended.

**City Of East Grand Forks**  
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# Memo

**To:** Planning Commission

**From:** Grand Forks-East Grand Forks MPO

**Date:** 12/28/2018

**Re:** Matter of request from the Grand Forks – East Grand Forks Metropolitan Planning Organization to the Planning and Zoning Commission on request to approve the East Grand Forks ADA Transition Plan for Public Rights-of-Way

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The City of East Grand Forks ADA Transition Plan for Public Rights-of-Way is the summary of a three-phase approach to evaluating accessibility of the community's infrastructure and achieving compliance with the Americans with Disabilities Act. This plan includes documentation of the following:

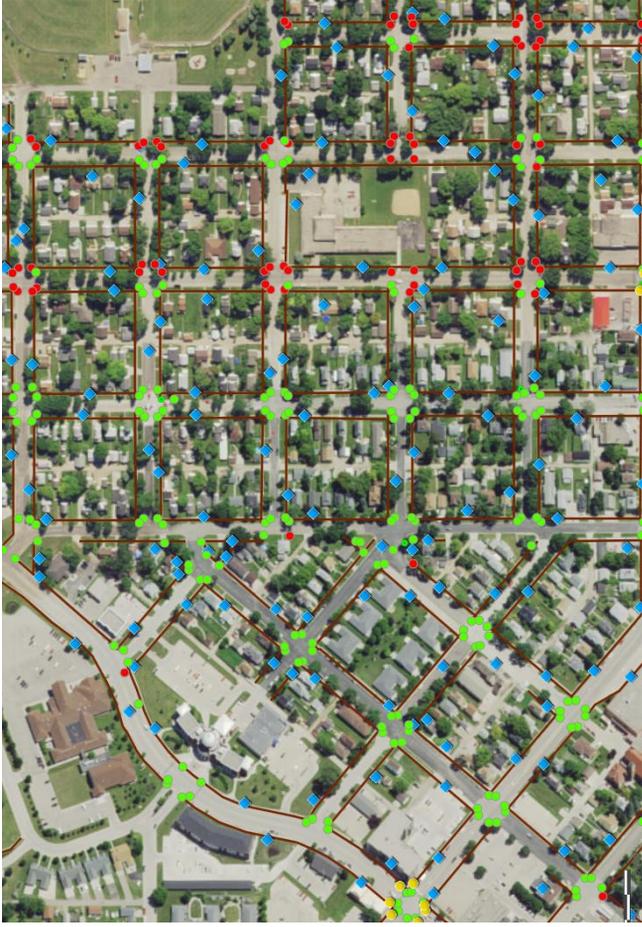
- The purpose and need of the document, and a summary of applicable federal law related to accessibility
- Documentation of the City of East Grand Forks' policies and procedures related to accessibility of public rights-of-way
- Project field review guide
- Inventory of curb ramps and other facilities and their condition
- Public outreach efforts
- Required elements of an ADA Transition Plan – public comments, grievance procedure, appointment of ADA Coordinator, monitoring of the ADA Transition Plan, etc.

Through this effort, the City of East Grand Forks determined that 22 percent of inventoried facilities are compliant with ADA standards. The City of East Grand Forks set a policy goal of achieving compliance through scheduled updates over the next 30 years.

Encl. Draft EGF ADA Transition plan for public ROW

STAFF RECOMMENDATION:

Staff recommends approval of the City of East Grand Forks ADA Transition Plan for Public Rights-of-Way and recommends City Council to devise strategies to implement the plan in a timely manner.



# Grand Forks-East Grand Forks Metropolitan Planning Organization City of East Grand Forks ADA Transition Plan

**PUBLIC MEETING**

# ADA Transition Plan

# Why complete an ADA Transition Plan?

- **Americans with Disabilities Act (ADA) – enacted in 1990 with regulations in effect since 1992**
- **Title II Applies to Public Services – State/Local Government**
  - Bars discrimination against qualified individuals with disabilities
  - Requires maintenance of accessible features
  - Must provide equal access to programs and services
- **Includes Transportation Services and Programs**
  - Public Right-of-Way – City owned infrastructure that serves a transportation purpose
  - “Self-evaluation”
- **Progress on ADA Transition Plan is required for federal transportation grant making**

# Plan Requirements

- **Required of public entities that employ at least 50 persons (§ 28 CFR 35.150(d))**
- **Purpose:**
  - To set forth steps necessary to complete modifications identified through self-evaluation (those areas not covered by a previous plan)
  - Provide a schedule for completing the modifications
- **What's Included:**
  - Identify physical obstacles in the public entity that limit accessibility
  - Describe in detail the methods to make facilities accessible
  - Specify the schedule for achieving compliance
  - Identify ADA Coordinator and public process

# Self-Evaluations

## Purpose:

- To identify barriers in programs and activities that prevent persons with disabilities from access

## What to evaluate:

- All programs and facilities that require public access
- Public right-of-way
- Parks and Trails
- Barriers to Accessibility
- Critical Areas

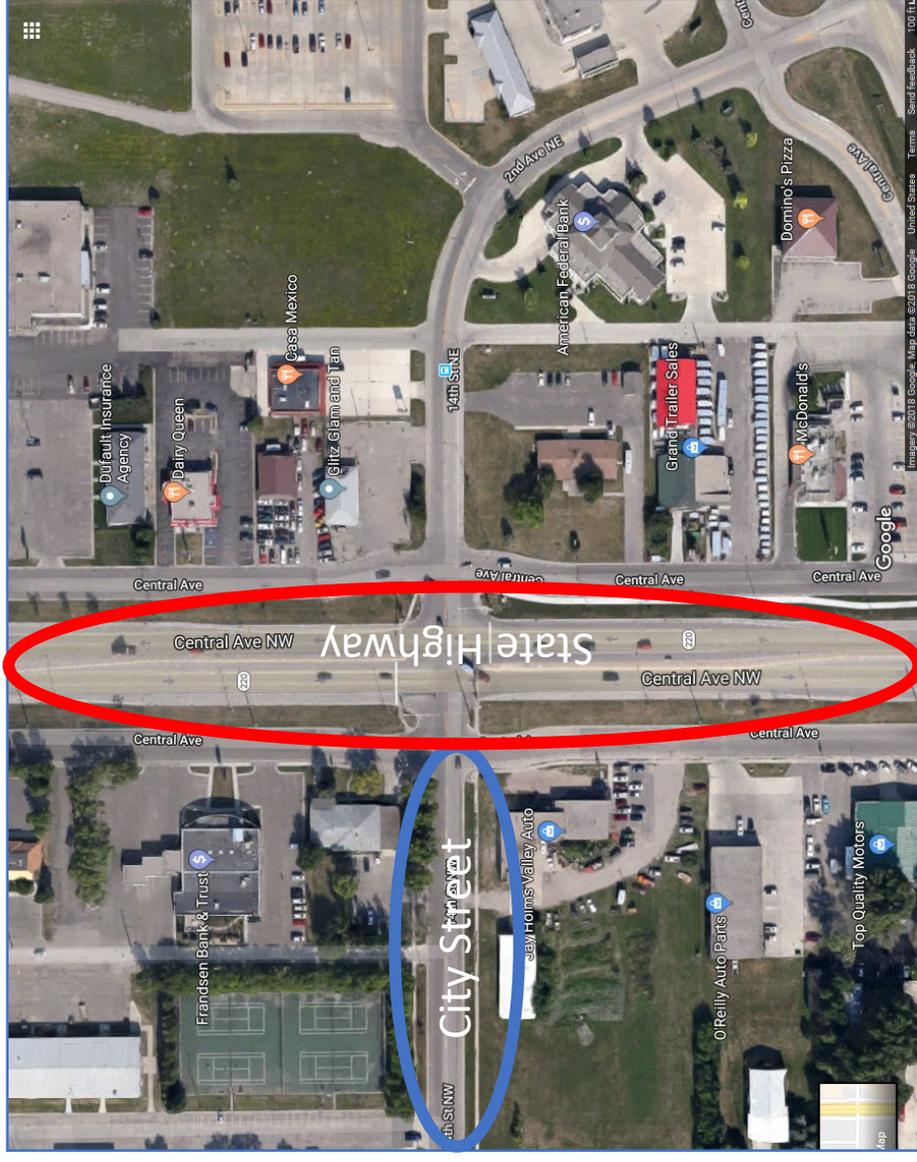


# Facilities Included in This Plan

- This plan applies to City of East Grand Forks public right-of-way. These are facilities owned by the city that serve a transportation purpose.
- In general this includes sidewalks, curb ramps, signals, transit facilities, and crossings that exist along city-owned streets. It would also include multi-use or pedestrian trails that don't serve a purely recreational purpose.
- The plan does not apply to facilities that are owned by the County or the State (e.g. county roads, state highways). These would be included in Polk County and MnDOT Plans
- The plan included pedestrian facilities leading up to, but not within, railroad owned right-of-way.

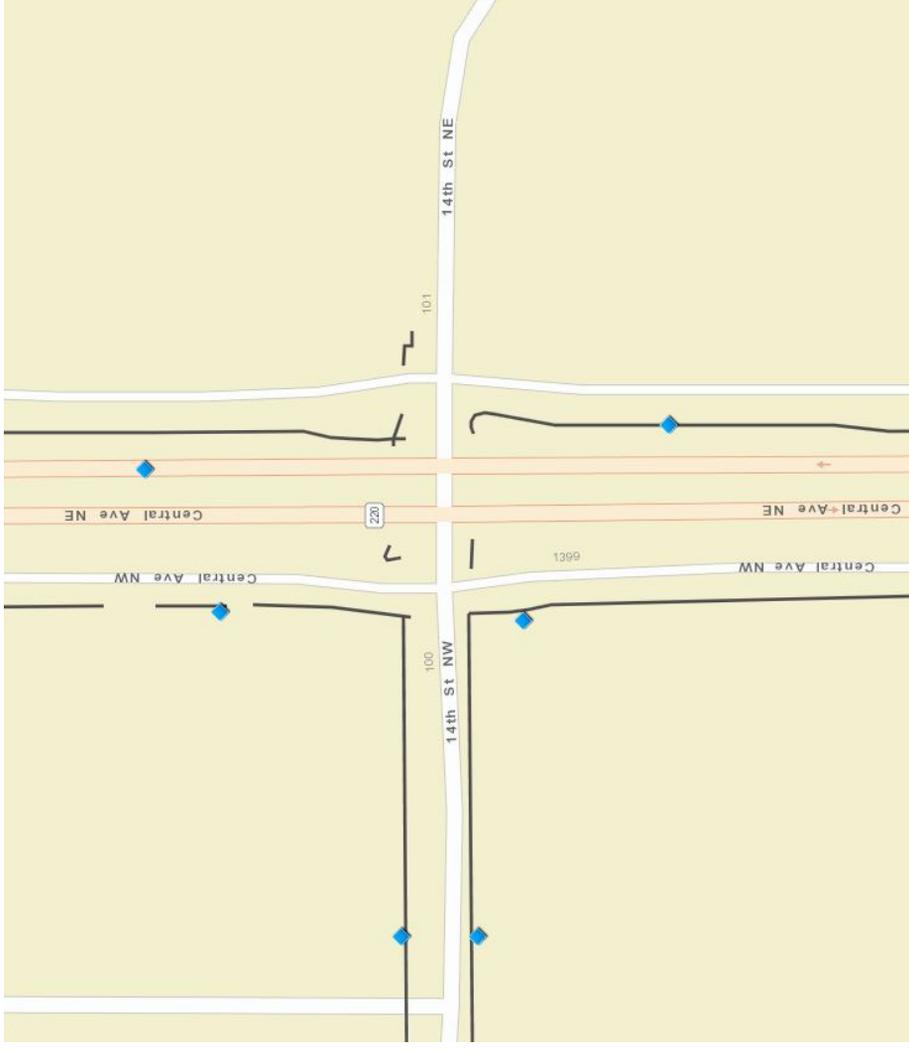
## Example: 14<sup>th</sup> Street NW and Central Ave

- Central Ave (TH-220) is not city owned right-of-way and its sidewalks and curb ramps would be under the jurisdiction of other transition plans.
- 14<sup>th</sup> Street NW is a city owned street, and outside of the highway intersection would be under the jurisdiction of the City of East Grand Forks ADA Transition Plan.
- Data was collected on many county and state facilities for tracking purposes



## Example: 14<sup>th</sup> Street NW and Central Ave

- Sidewalk point data was collected on a “segment” basis – not every panel of sidewalk was reviewed.
- Each point is a representative sample of the sidewalk route
- Data collectors looked for obvious non-compliant sections or portions of sidewalk that were representative of the area



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# Memo

**To:** Planning Commission

**From:** Grand Forks-East Grand Forks MPO

**Date:** 12/28/2018

**Re:** Matter of request from the Grand Forks – East Grand Forks Metropolitan Planning Organization to the Planning and Zoning Commission on request to amend the City's Comprehensive Plan in include the update to the Bicycle and Pedestrian Element of the Long Range Transportation Plan

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**BACKGROUND AND SUPPORTING DOCUMENTATION OF REQUEST:**

The Bicycle and Pedestrian Mode is an element of the Metropolitan Transportation Plan that is updated every five years. It was last updated in 2013. This plan is being developed under the newly Congressional adoption of the new transportation bill "*Fixing America's Surface Transportation*" (FAST).

FAST continued the requirement for performance measures and targets to be set for all modes of transportation. The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have put out regulations on how these performance measures and targets need to be presented. FAST also changed the way funding is made available and how much is available.

To be in compliance with the regulations and FAST the MPO has updated the goals and objectives to give more prominence to the performance measures the MPO already collects data on. The MPO has also updated 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 have been involved and concur with the update for the Bicycle and Pedestrian Element.

The Bicycle and Pedestrian Element is a full update that includes maps, data, and information about the pedestrian network and bicycle system throughout the Grand Forks-East Grand Forks Metro area.

The proposed recommendations focus on: Improving user's safety and comfort; Increasing the existing pedestrian network and bicycle system and Enhancing pedestrian network's accessibility & connectivity. This update promotes bicycle and pedestrian access to key local activity centers and destinations; and recommends improving existing on-road facilities, sidewalks, crosswalks, shared use paths and bicycle parking facilities.

With the adoption of this Bicycle and Pedestrian Element, the Multi-modal Metropolitan Transportation Plan out to the horizon year of 2045. The Plan identifies the goals, performance, and recommended projects for the total transportation system. This approach assists local stakeholders, agencies and decision makers in envisioning a transportation system that provides a fiscally constrained variety of complementary transportation choices for people, goods, services and activities.

Supporting different forms of transportation modes gives users the choice whether it is to make trips entirely by walking and biking or catching a ride on the public transit or in a vehicle transporting on the street highway network.

### **FINDINGS AND ANALYSIS:**

- The current MPO Bicycle and Pedestrian Element of the MPO's Transportation Plan has a request to consider an amendment.
- The City of Grand Forks City Comprehensive Plan does contain the MPO's Plan and needs to also consider the amendment.
- The recommended amendment does maintain a financial plan that is fiscally constrained.
- The City of Grand Forks City Comprehensive Plan needs to be amended to contain the updated Bicycle and Pedestrian Element.

### **SUPPORT MATERIALS:**

- Summary of the Bicycle and Pedestrian Element. More Information Available: <https://theforksmpo.files.wordpress.com/2018/11/bicyclepedestriandraftreport.pdf>

### **RECOMMENDATION:**

Staff recommends Planning Commission give final approval to amend the City's Comprehensive Plan to include the update to the Long Range Transportation Plan – (Bicycle and Pedestrian Element).

## EXECUTIVE SUMMARY



### A. INTRODUCTION

This Bicycle and Pedestrian Element is a component of the 2045 Long Range Transportation Plan (LRTP). This update has been prepared by the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) under the guidance of the Bicycle and Pedestrian Advisory Committee. The MPO is legally required to develop; update and implement a fiscally constrained 20-years horizon Long Range Transportation Plans (LRTP).

The update of the Bicycle & Pedestrian Element is supported by the Planning Factors outlined by the *Moving Ahead for Progress in the 21st Century Act* (MAP-21) (2012). The update is taking place under the tenets of the “*Fixing America’s Surface Transportation Act*” (2015) (FAST). The FAST Act encourages States, MPOs, and cities to continue promoting and adopting design criteria and standards that provide for the safe and adequate accommodation of pedestrians, bicyclists, and motorized users

Members of the Bicycle and Pedestrian Advisory Committee provided oversight on the advancement of this project through their active engagement in a number of community meetings, educational seminars, bikeability audits and report reviews. In fulfilling their role, members of the Advisory Committee –assisted by MPO staff-actively participated in:

- Identifying pedestrian and bicycle issues and needs;
- Providing input on policy recommendations and proposed pedestrian and bicycle networks; and
- Evaluating technical and financial constrained criteria for prioritizing project recommendations

The Bicycle and Pedestrian Advisory Committee is a working team made of concerned and interested citizens, and representatives from North Dakota and Minnesota Departments of Transportation (DOTs), Safe Kids Grand Forks, Options for Independent Living, Grand Forks Police Department; local governments, Engineering, Transit, Public Health and Planning Departments. The Bicycle and Pedestrian Advisory Committee facilitated civic engagement activities, provided input on pedestrian and bicycle issues and needs, provide input on policy, and facility recommendations. The Advisory Committee provided the guidance necessary to advance the project to completion.

Biking and walking are regular activities available to people during their lives. This Bicycle and Pedestrian Element has been designed to assist community members, local government staff, and related local agencies in their quest to achieve national planning factors, and to meet local goals, objectives and standards.

A set of action initiatives, monitoring activities and performance targets are outlined in this element to support the transformation of our cities into meaningful and purposeful places where people of all ages and abilities can safely and comfortably walk and bicycle. This Element is a resource tool to be used for the development of a safe, well-connected, and easily accessible Grand Forks and East Grand Forks pedestrian network and bicycle system.

## **Part I. PLAN SUMMARY**

The study area included in the Bicycle and Pedestrian Element is comprised of a portion of the northeast in North Dakota and northwest in Minnesota. The study area includes the cities of Grand Forks, ND and East Grand Forks, MN., the urbanized and areas anticipated to be urbanized in the next 20-years in Grand Forks County, ND and Polk County, MN.

The Grand Forks-East Grand Forks Long Range Transportation Plan (LRTP) comprises three elements: Street & Highways, Transit Development, and Bicycle & Pedestrian. The LRTP is a 20-years horizon document which is updated every five years. The plan *“envisions a community that provides a variety of complementary transportation choices for people and goods that is fiscally constrained.”*

This Element update is sustained by a number of near and long term objectives. One objective is to reflect the improvements to existing on-street and off-street bicycle and pedestrian facilities. In addition, this 20-years horizon update is advanced to:

- Increase bicycle and walking trips whether for recreational or economic development objectives
- Improve bicycle and pedestrian access to key local activity centers and destinations
- Promote bicycle and pedestrian activities as available; yet, affordable transportation options
- Promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Foster accessibility and mobility
- Improve quality of life
- Foster bicyclist and pedestrian safety
- Assess current conditions, initiatives and opportunities
- Emphasize the preservation of the existing bicycle and pedestrian transportation system

### **Part III. Existing Conditions<sup>1</sup>**

An Existing Conditions Analysis was advanced to identify perceived impediments and constraints that may impact local bicycle and pedestrian mobility; support the development of strategies aimed at attaining the regional community vision; identify potential opportunities for implementation of strategies to achieve proposed goals and objectives; and guide the development of data collection essential to design and implement the proposed monitoring activities required to meeting national, state and local goals.

Findings from the Existing Condition Analysis will assist decision-makers in developing the criteria to identify specific facility-related improvements. The analysis helps to assess the extent to which existing conditions on those facilities impact the accessibility of the transportation system for pedestrians, wheelchair users and bicyclists.

#### **1. The current situation**

Two versions of a *Community Survey* were designed to determine level of use of the current pedestrian and bicycle network. Respondents to the web-based version ( $N=37$ ) and a paper-version ( $N=81$ ) indicated that the factors they liked the most about the system was a good network of sidewalks and multi-use paths and a friendly biking and walking environment.

Walking and biking are mainly pursued for fitness purposes; still, respondents find it difficult to walk due to sidewalks too close to the road or due to the poor quality of sidewalks and bike lanes unpleasant.

Even though respondents had not reasons not to walk or bike; their perceived barriers to biking or walking included personal safety, travel with small children, and automobile traffic. Walking to get to and from a transit stop at least once a month to is a reason for walking. In their opinion, the most important locations in need of improvement for bicyclists include DeMers Avenue and Gateway Drive. In addition, major street corridors, bridges and overpasses and areas near schools were tabbed as the most important locations in need of improvements in the pedestrian environment, according to the preliminary results.

Suggested improvements to enhance children's walking and biking experience included widening sidewalks near schools and parks; traffic calming treatments near schools; walking school buses and police enforcement. Suggested improvements to support biking/walking in the Grand Forks-East Grand Forks area included more sidewalks and signed bike routes, better maintenance of pedestrian corridors and improved connections between trails and transit. Better street lighting and intersections.

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<sup>1</sup> Part II Barriers, Impediments and Obstacles to Pedestrian and Bicycling Activities. See: <https://theforksmo.files.wordpress.com/2018/11/bicyclepedestriandraftreport.pdf>

The summary of the written responses and comments provided by residents to the survey was organized as an “*Existing Conditions Analysis Public Input Eng Review*” report. The report includes comments in the following areas:

- Traffic Signals/ Signal Timing/Traffic Lights (7)
- Street Crossings/ Marked Crosswalks/ Sidewalks (16)
- Existing Pedestrian Facilities, Trails & Routes (12)
- Facility’s Directness (4)

In addition, as part of the public involvement process, three Existing and Planned Bikeway Facilities, 2016 maps were strategically located at the atriums of the East Grand Forks and Grand Forks City Halls (*Entrances*), the East Grand Forks Senior Centre. The objective was to provide pedestrians, bicyclist and wheelchair users with the opportunity to provide comments –on the map – about the bicycle system and pedestrian network. The comments were reviewed and organized in areas of concern. Repeated comments served to develop a list of challenges and opportunities in the pedestrian network and bicycle system.

## **2. Bicycle Infrastructure: Parking (Bike Racks)**

A complete pedestrian network and bicycle system includes the provision of facilities that increase level of user’s comfort and their convenience at trip destination points. In addition to distance, time and safety concerns; a few reasons why people consistently say they don’t ride include: Lack of parking (Bike Racks); and Lack of end of trip facilities.

A number of bike racks and repair stations have been installed at major destination points and at public buildings in the planning area. Although the number of bike racks has been increasing; still legislative opportunities to make access to residential and commercial buildings more attractive to bicycle users are available.

## **3. Bike-on-Buses Program**

CAT has been striving to facilitate bike on buses. Permits are required to provide bicyclists with the option to take their bikes on transit buses. All Cities Area Transit (*CAT*) buses have bike racks. Bicycling extends the catchment area for transit services and provides greater mobility to customers at the beginning and end of their transit trips. The integration of pedestrian and bicycle activities with transit benefits user’s and transit agencies.

## **4. Safe Routes to School: Parent’s Surveys**

The Parent’s Surveys serve to collect information about student travel patterns. The survey strives to capture important information on parental attitudes on children’s travel patterns to and from school. The Summary Report includes responses from 439 parents representing a population of

3420 students in eleven Elementary Schools in Grand Forks. Surveys were conducted by Safe Kids Grand Forks in cooperation with school staff during October-November, 2016. Parent's Surveys for East Grand Forks School are under consideration for 2018. Among others, survey results help to realize mobility, accessibility and connectivity objectives set out in the Bicycle and Pedestrian Element.

Participating children were 47% female and 53% male as indicated by their parents. Seven-graders 14%; Sixth-graders 13% and fifth Graders 12% corresponded to the groups with the largest representation of respondents. As reported by parents, the percent of children, who has asked for permission to walk or bike to/from school, declines according to the distance they lived from school.

The number of students asking for permission to walk or bike to school decreased based on the distance of their location from school. Still, 52% of responding parents living at 1/4 mile up to 1/2 mile distance from school arrive by family vehicle. 38% of responding parents living 1/4 mile up to 1/2 mile depart from school by family vehicle. Still, living in close proximity to school sites, some parents continue using the family vehicle for a short trip to school to drop/pick their children. The decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school is affected by a) Sidewalks and pathways (61%), b) Distance (64%), c) Weather (67%), and d) Safety of intersections and crossings (61%).

The decision not to allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school is affected by a number of factors including perceived: a) Safety of intersections and crossings 57%; b) Speed of traffic along route 60%; c) Amount of traffic along route 62%; d) Distance 67%; and e) Weather or climate 63%.

Assuring safe walking or biking conditions to and from school for children, their parents and members of vulnerable populations is an objective shared by all stakeholders involved in the Bicycle and Pedestrian Element update.

Comments from Parent's Surveys contain important observations. These will be assessed in the context of the Existing Conditions Analysis. All written comments and their suggested location mentioned in the Parent's Survey are included in the Appendix. The Parent's Survey for the Discovery Elementary School was discussed in the Discovery Elementary School Safe Routes to School Report, published by the MPO in 2016.

## **5. Bike to School Day**

Bike to School and Walk to School Days are initiatives fostered by the Safe Routes to School program. The program raises awareness of the need to create safer routes for walking and bicycling and emphasizes the importance of issues such as increasing physical activity among children, pedestrian safety, and concern for the environment. Initiated in 2013 (80) to 2017 (300), the program has been gaining popularity and acceptance among school and community stakeholders. Hence, it is worth noticing the substantially positive increased in participation for year 2017.

## 6. Traffic Signs on School Zones (Grand Forks)

The installation of signs, as fostered by the School-Zone Highway Safety Program is vital to address bicyclist and pedestrian safety, neighborhood movements and traffic circulation concerns made manifest by some of the proposed recommendations. The School Sign installation program initiated implementation in 2017. The aim of the program is to enhance the safety of school-aged children and members of vulnerable populations on their way to and from school whether walking or biking. Traffic control devices installed by the program will constantly remind drivers to treat the area with special care and attention.

The Traffic Sign on School Zones Program is administered by both jurisdictions according to the principles and standards set out in the Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD), Part 7. Techniques considered for addressing bicyclist and pedestrian safety and accessibility within the school zone include the following:

- School Speed Limit Sign
- Overhead School Flasher Speed Limit Sign
- School Advance Warning and Crosswalk Signs
- Pavement Markings
- Parking Restrictions

According to the Traffic Signs on School Zones (Grand Forks) program, the type of signs, quantities and respective location is included in the Appendix illustrates.

## 7. Journey-to-work

The analysis of bicycle and pedestrian trips on the *Journey-to-work* and their impact on a worker's travel from home to work indicates a 4.1% for walking and a 1.0% for biking trips (2010-2014) in Grand Forks. The information indicates a 2.0% for walking and a 0.1% for biking trips (2010-2014) in East Grand Forks. These figures account for the percentage of pedestrian and bicycle trips out of the total number of work-related trips in the region in the (2010-2014) period.

In the 6 years period from year 2008 to 2014, in Grand Forks the percent of change observed indicates:

- Walking: Remained approximately same.
- Bicycling: Decreased approximately by 15.7%

In the 6 years period from 2008 to 2014, in East Grand the percent of change observed indicates:

- Walking: Increased approximately by 33.3%
- Bicycling: Decreased approximately by 87.7%

## 8. Greenway Recreational Trips (2015)

A Trail Count Project<sup>2</sup> advanced by the Greenway Technical Committee in 2015 indicated that the number of users was approximately 3853. The count in 2015 resulted in approximately 600 users less than in 2013. It appears, the figure could have been affected by a weather (Tornado) warnings related event in the area during the time counts were being taken. Findings resulting from the Trail Count indicate that:

- More males (2204) than females (1649) used the Greenway Trail in 2015 than in 2013.
- The rate of walking in 2013 (16%) increased to (27%) in 2015.
- The rate of bicycling in 2013 (67%) decreased to (58%) in 2015.

Reasons for the decline are unclear. It is possible, weather conditions could have contributed to the decrease in shares.

## 9. Pedestrian and Bicycle Crashes

Crash Data was obtained from NDDOT and MNDOT crash databases. Through the evaluation, emphasis was placed in the analysis of the following variables included in the corresponding crash databases:

Type of injury (Severity)

Age of driver operating vehicle

Gender of driver operating vehicle

Age of person operating vehicle (involved in crash (Injured/Severity) (Age group)

Gender of person(s) operating vehicle (involved in crash) (Injured/Severity)

According to the information provided, there were no reported *fatal* accidents involving pedestrians in Grand Forks from 2010 to 2016. The data suggested a decrease in the number of reported accidents based on their level of severity. Possible injury and incapacitating injury reported accidents are decreasing. However, reported Non-incapacitating injuries and property damages are increasing.

According to the data available to support the number of pedestrians involved in traffic accidents by vehicle type, it appears there is a decrease in the number of passenger cars and pickup –vans involved. However, the number of hit and runs appears to be on the increase.

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<sup>2</sup> Greenway Technical Committee, Minutes September 15, 2015

Concerning pedestrian injuries by age group, the Grand Forks data sample involving pedestrian crashes from 2010-2016 suggest:

- Ages 16-24 contained the most injuries
- Ages 15 and under contained the second most injuries of any age group
- More males than females were injured
- Males in the age range of 16-24 were the gender and age group combination that were most often the drivers of vehicle 1 (driving vehicle), and were most often the gender age group combination that was injured.

The East Grand Forks pedestrian crashes from 2010-2015 is a small sample; however, the data received reveals the following observations:

- The 3 age groups that contained the most drivers operating vehicle 1 in pedestrian related crashes were 16-24, 25-34, and 35-44 years old.
- Ages 16-24 group contained the Most injuries (1 male, 1 female).
- Most injuries were sustained by both males and females whose ages are 16-24, and males 55-64.

According to the information provided, there were not reported fatal crashes involving pedestrians for East Grand Forks in years 2011-12-14. There were three pedestrian-related accidents. These involved two Non-Incapacitating and one possible injury accidents.

According to the information provided, there were no ***fatal*** accidents involving bicyclists in Grand Forks from 2010 to 2016. However, there were 68 bicycle related accidents. Although not shown in the table included in the report, the data suggest there is a perceived “*concentration*” of bicycle accidents on streets in proximity to UND Campus. University Avenue has a bike lane on UND Campus from Columbia Road to 42<sup>nd</sup> St. N.

This finding deserves more attention as walking and biking are prominent activities in the vicinity of the University. Similarly, 6<sup>th</sup> Avenue N from Columbia Road to 42<sup>nd</sup> Street N. also experienced a large number of bicycle accidents. Most reported injured bicyclists are in the 16-24 age group.

Passenger cars account for 51.9% and pickups account for 23.38% of the vehicles involved in reported crashes.

According to the data available to support the number of bicyclists involved in traffic accidents by vehicle type, the data suggests:

- More male drivers than female drivers operated vehicle responsible in bike crashes.
- Most drivers operating vehicle responsible vehicle in related crashes were 16-24 years old.
- Ages 16-24 contained the most injuries.

Pedestrian and Bicyclist Crash data available for East Grand Forks included years 2010-2015. There were not reported crashes involving bicyclist for years 2014 and 2015. The information provided indicates, there were no *fatal* accidents involving bicyclist in East Grand Forks from 2010-2015. The age of motorist involved ranged from 28-54 years. The age group of most of the bicyclist impacted is 16-24 years old.

#### 10. Pedestrian and Bicyclists Accidents in Proximity to School Sites (2010-2016)

From 2010 to 2015 there were 7 non-incapacitating injuries, 8 possible injuries, 2 incapacitating injuries and 1 property damage. The age of drivers operating the main vehicle involved in the accidents ranged from 17 to 59 years old. The age of those impacted by the accidents ranged from 7-14 and 15 & over. Those involved in the traffic accidents included 10 males and 6 females. Data available indicates four bicycle and pedestrian accidents in East Grand Forks in same period.

There were neither bicyclists nor any reported pedestrian's accidents in a ¼ of a mile radius in proximity of the following Elementary schools: South Middle, Discovery Elementary, Viking, Phoenix and St. Mary's/Holy Family Elementary, Riverside Christian and Sacred Heart Catholic Elementary. Most of the Non-incapacitating, possible injury and property damage crashes occurred outside the ¼ mile radius of the remaining Elementary Schools in the planning area.

## At-grade Railway Crossings

Rail operation constitutes an integral part of the regional economy. As train length and frequency increase, so does the potential for vehicle/train and non-motorized users' crashes, roadway traffic delays and exacerbation of proximity issues. In Grand Forks-East Grand Forks, the most commonly observed rail proximity issues include: lack of signal devices, lack of active warning devices, sidewalks in poor condition or in need of repair, and neighborhood Safe Routes to Schools on streets crossing the rail tracks.

Local governments, stakeholders and our MPO have worked in partnership with the leading railway company in our region to address pedestrian and bicyclist safety, access and mobility at at-grade crossings. Considerations include the provision of rail crossing enhancements to improve safety for pedestrian and bicycle movements. A number of proposed improvements have been programmed for short, mid and long implementation.

### **Part IV. Identifying Opportunities and Constraints**

This section proactively examined existing connectivity and accessibility features on the pedestrian and bicycle system according to the proposed objectives and standards supporting Goal 3: Accessibility and Mobility. The analysis also considered System's Connectivity, User's Accessibility and Mobility, and established a relationship between the results of the "Existing Conditions" assessment, as described in Part III and the sidewalk and bicycle network conditions evaluated in this analysis.

The objectives and standards supporting Goal 3 as outlined in this Bicycle and Pedestrian Element, support the provision of direct and convenient connections, recommend following Federal Highway Administration and American with Disability Act's (ADA) requirements when retrofitting existing transportation facilities and support the development of multi-modal connections that provide equitable access to goods, services, opportunities and destinations.

In Grand Forks and East Grand Forks, the pedestrian network and the bicycle system have many connections; both offer direct access, and provide convenient and amenable routes. However, several factors that still curtail accessibility, continuity and mobility to pedestrian and bicyclists have been identified. These include:

- Comments by Respondents to Improve Access and Mobility Opportunities
- Land Use Policies to improve Access and Mobility Opportunities

## **A. Improving Access and Mobility Opportunities**

### **1. Comments by Respondents to Improve Access and Mobility Opportunities**

Reasons that make it difficult to Bike / Walk-- It appears the factors that make it difficult or unpleasant to bike or walk include:

#### **Biking**

Weather: Moderately difficult 13 (16%) to Very difficult 16 (19.8%).

Places where I need to go are beyond my ability to ride: Moderately difficult 15 (18.5%) to Very difficult 13 (16%)

Poor bike lanes/Poor sidewalk quality: Moderately difficult 15(18.5%) to Very difficult 13 (16%)

#### **Walking**

Weather: Moderately difficult (16%) to Very difficult (19.8%)

Sidewalks to close to road Very difficult (12.3%)

Q. 6 Reasons for not to Bike/Walk. The major reasons not to bike/walk included:

#### **Biking**

Travel with small children (25.9%)

Automobile traffic (24.7%)

Personal safety (23.5%)

Visually unappealing surroundings (23.5%)

#### **Walking**

Personal safety (29.9%)

Unsafe intersections (22.2%)

Lack of sidewalks (21.0%)

Bad drivers (21%)

Sidewalks in poor condition (22.2%)

In addition, comments were written on Display Board (Maps) placed at both Public Libraries and other venues. Comments were organized by areas of concern. All instruments were administered by the MPO as part of the public involvement process. A complete Comments Summary is included in the Appendix.

## 2. Recommended Land Use Policies to Improve Access and Mobility Opportunities

According to the *2045 Grand Forks Land Use Plan*, the top four goals recommended by the public for the City Grand Forks for the near future as selected by users, comprised:

- Becoming more pedestrian friendly and walkable (45%) Survey online
- Improving “*Safe Routes to Schools*” to encourage students to walk and bike to school (Approximately 37%)
- Improving safety at intersections where crashes often occur (Approximately 32%)
- Adding more bike lanes and becoming more bicycle-friendly (Approximately 32%)

In addition, during public involvement activities advanced for the update of the *2045 Streets & Highway Element*, currently under preparation, about 60 related bicycle and pedestrian comments were received in the following areas from residents on Wiki-map:

- Access (*Add protected bike lanes, sidewalk to bike path connections*)
- Safety (*Lack of sidewalks, school crossing, ADA sidewalk compliance, better pedestrian crossing in proximity to playgrounds, fields, sand courts*)
- Signs & Signals (*Disregard by motorist of pedestrian signage, school crossings*)

The *2045 East Grand Forks Land Use Plan* includes the following strategies proposed to improve bicycle and pedestrian access and mobility:

- Promote roadway connectivity through the implementation of the East Grand Forks future road map.
- Continue the installation of sidewalks along new roadways in accordance with existing ordinances.

### 5.8 PARKS, RECREATION, AND OPEN SPACE

- Maintain a sufficient park and trails system to provide adequate passive and active recreation opportunities for the current and future residents of East Grand Forks.
- Ensure connectivity for multiple transportation modes between recreational facilities

## **B. Improving Connectivity on the Bicycle System and Pedestrian Network**

### **1. Land Use Trip Attractors & Generators**

Common Existing Attractors & Generators land uses in the area were identified. Attractors and Generators are every land use on which business, school, park and trail, and social and service establishments are located. Some of the local land uses and activity centers attracting and generating a large number of motorized and non-motorized trips were described in the previous section of Part IV.

### **2. Assessing Existing Pedestrian & Bicycle Network Connectivity**

Sidewalks are a vital component of the transportation network. A connected and continuous sidewalk network better accommodates the needs of all pedestrians, including children, seniors, and people with disabilities. Bicycles are allowed to ride on the sidewalks in Grand Forks, and bicycles are allowed to ride on the street per North Dakota Century Code.

However, the following institutional and perceived community constraints should be analyzed to support local government's efforts to provide a complete pedestrian network and bicycle system:

- Chapter XVI – Streets and Sidewalks of the Grand Forks City Code
- Lincoln Park, along Belmont Road (Lincoln Drive to Elks Drive)
- The 2040 Bike & Pedestrian Plan identifies a “*planned sharrow*” facility on the Belmont Road (Lincoln Drive to Elks Drive) roadway segment.
- At-grade railway crossings
- Resident's Perceptions

These constraints must be addressed to encourage broad access to the network of bicycle and pedestrian facilities; boost bicycle-transit connectivity; assure network completion; and improve access to important school, health, parks and community recreational facilities. Their elimination could facilitate access to community-based activities to members of low income communities; foster neighborhood connectivity; increase use of new and existing infrastructure and contribute to building support for bicycle and pedestrian activities among the public.

### **4. Observations**

Both Local Governments and stakeholders continue making efforts to facilitate access to and connectivity between destinations. Their aim is to provide for a complete bicycle and pedestrian

network. Their efforts are commendable, particularly, in view that the construction of a complete bicycle and pedestrian network is still a “*work in progress.*”

An examination of some of the segments exempted from sidewalk construction according the Grand Forks City Code of Ordinances Chapter XVI –Streets and Sidewalks, suggests that physical gaps still exist in the pedestrian network. Most of the exempted roadways and corridors are in the core area of the City of Grand Forks.

Currently, there is sidewalk and on street access to most of the neighborhood and community parks. However, access to some facilities through designated bicycle facilities is still missing. Although access to most parks is through local arterials, collectors and local roads; sidewalks still play a key accessibility role. Multi-use paths “*effectively tie park system components together to form a continuous park environment.*”<sup>3</sup>

This assessment of the bicycle and pedestrian network has been advanced to develop opportunities to enhance the existing pedestrian and bicycle infrastructure. The objective is to improve on its ability to address the unique mobility, access, and connectivity needs. The analysis accounts for experiences of bicyclists and pedestrians and other non-motorized users in local neighborhoods and communities.

The initial “*gap*” analysis reveals that:

- The provision of sidewalks and bicycle and pedestrian facilities by Local and State Governments is part of livability efforts to integrate housing, shops, work places, schools, parks, libraries, cultural arts venues, and civic facilities essential to the daily life of the residents.
- There are still areas in the industrial and commercial land use corridors lacking connectivity through sidewalks and designated bicycle facilities.
- The list of exempted roadways in Grand Forks must be reviewed and updated. The list fosters permanency of sidewalk gaps, causes discontinuous paths, and stifles sidewalk continuity in places that haven’t been required to have sidewalks in the past, such as in industrial areas.
- Some sidewalk segments in various locations are in poor condition or are inexistent. Some respondents to our *Community Survey* indicated that they “*find the quality of bike lanes and sidewalks unpleasant.*” Some respondents indicated lack of sidewalks, and sidewalks in poor condition as reasons not to walk.
- Some familiar intersections in both cities are still difficult to cross.

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<sup>3</sup> Heller & Heller Consulting (2016) Grand Forks Park District Strategic Master Plan 2016-2021. p. 26

## **Part V. Project Prioritization & Financial Factors**

Part V addresses *short-term* bicycle and pedestrian initiatives scheduled for construction or to be submitted for funding in years 2018-2019 by the City of Grand Forks. The report discusses initiatives outlined in the *2040 Bicycle and Pedestrian Plan (2013)* and *–carried over to 2045 Bicycle and Pedestrian Element (2018)*. Some of these facilities are still pending for implementation in Grand Forks and East Grand Forks. In addition, Part V introduces a number of on and off-road *proposed* facilities.

### **A. Appraised Bike Facilities Projects: Costs, Length, Term & Type**

#### **1. Costs Elements**

The estimated costs were calculated according to the figures provided by the Grand Forks-East Grand Forks Departments of Engineering. For Grand Forks, these figures include *Value of new pavement when parking removal is required*. Other costs in both jurisdictions include cost of signs, road symbols and stripping when required.

It appears that the *Value of Existing Pavement* was not considered in the cost assessment of the projects included in the previous 2040 Bicycle and Pedestrian Plan, as there was no indication that parking would be impacted by the implementation of planned initiatives. As a result, it is suggested the cost estimates presented here should be regarded as “*Planning Level Cost Estimates*.” Planning level estimates are general in nature. They do not take into consideration the cost of complete roadway characteristics.

#### **2. Bicycle & Pedestrian Initiatives**

The following bicycle and pedestrian initiatives are described in this section:

##### **Short Term**

*Short Term* projects are initiatives prioritized in 2013 for implementation in the short-term (2015-2022) period of the 2040 Bicycle and Pedestrian Plan. To date, most projects have been successfully implemented. However, a few remain pending for funding to fully realize their implementation.

##### **Carried Over/Planned Facilities (2040-2045)**

The “*Carried-Over/Planned*” segments were initiatives planned in 2013. A number of facilities are currently in service after having been completed successfully. Other facilities are *–carried over to 2045 and* are still pending for implementation.

## Proposed Facilities

The “*Proposed*” facilities are segments submitted for stakeholder’s consideration at the *Bicycle and Pedestrian Advisory Committee* and the *Bicycle, Pedestrian and Greenway Advisory Committee* to advance the objectives supporting Goal 3: Accessibility and Mobility. Selected facilities are prioritized, financially assessed and included in the list of upcoming projects.

### **B. Proposed Bike Facilities (Summary)**

#### **1. Proposed 2045 Grand Forks–East Grand Forks Planned**

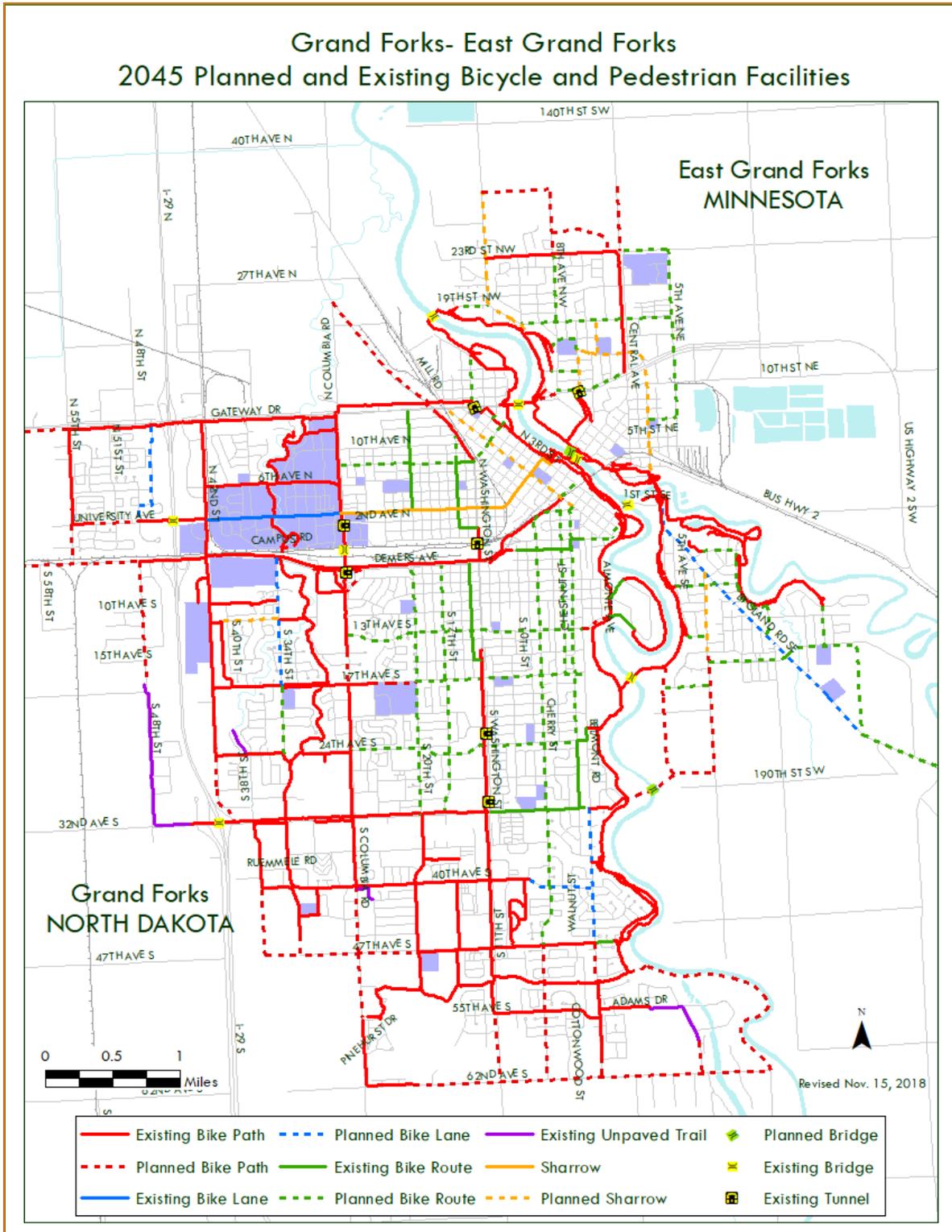
As part of the update of the Bicycle and Pedestrian Plan, a number of on-road facilities in Grand Forks and East Grand Forks were proposed for further consideration as components of the proposed Bicycle and Pedestrian Network. Supported by stakeholders, MPO staff analyzed basic roadway’s characteristics, elaborated cross-sections and suggested proposed type of on-road facilities.

MPO staff received comments from stakeholders on the proposed facilities and proceeded to adjust the type of bicycle facility designation previously assigned to those segments. The proposed segments were submitted for consideration of the *Bicycle, Pedestrian & Greenway Advisory Committee*.

The segments were analyzed according to the following criteria:

- Existing roadway characteristics, on the proposed corridors, facilitate accommodating the proposed designated bicycle facilities
- The proposed corridors fulfill stated bicycle and pedestrian community objectives (*As outlined in the proposed Ranking and Prioritization Criteria*)
- Potential costs are reduced for every project, by not requiring proposed streets to be widened
- The construction of the proposed bicycle facilities may or may not require removal or alteration of existing on-street parking
- Evaluate truck traffic volumes
- Implementation of the proposed facility is cost feasible
- The proposed segments could anticipate the type of bicyclist, their skills level, and their expected level of comfort.

## 2. Existing Bicycle and Pedestrian Facilities Map



## **Part VI. Implementation & Recommendations**

The proposed recommendations focus on:

- Improving user's safety and comfort
- Increasing the existing pedestrian network and bicycle system
- Enhancing pedestrian network's accessibility & connectivity

**Task 7. Strategies & Recommendations** included in the *Scope of Services* prepared to guide the advancement of this Bicycle and Pedestrian Element update, indicates that this report is expected to *Provide recommendations and guidance for:*

- Improving existing on-road facilities, sidewalks, crosswalks, shared use paths and bicycle parking.
- Improving the bicycle and pedestrian facility guidelines/standards.
- Enhancing standards and locations for bicycle signage on roadways.
- Developing and applying criteria to prioritize and to identify specific facility-related improvements.
- Identify changes required to planning, design standards, and agency policies

Final recommendations will be included in the Final Report.