

March 30, 2023



Meeting Framework

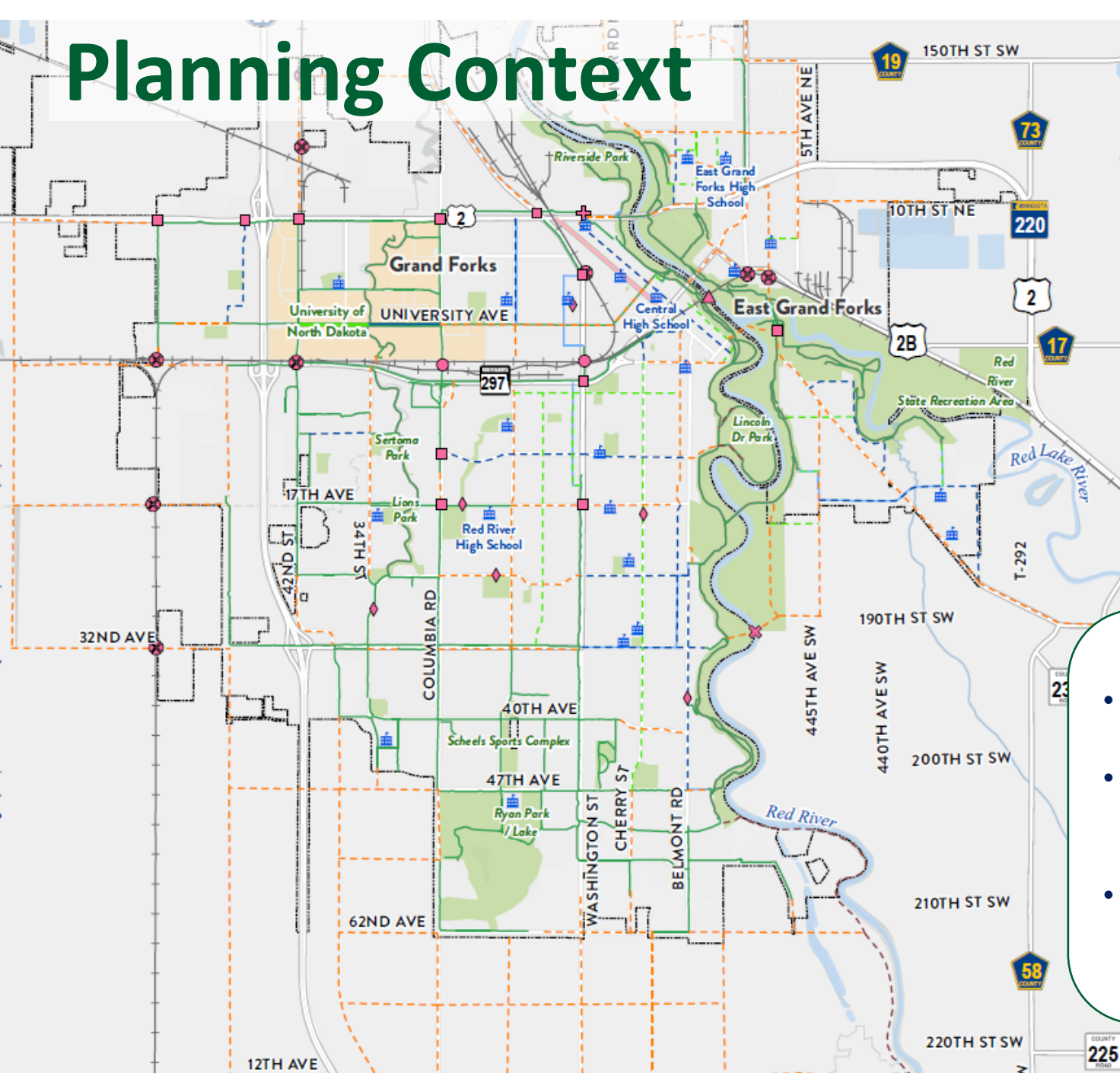
- Virtual Meeting – Recorded
 - Participation and Best Practices
 - Meeting Slides
 - INPUTiD
- Ongoing Engagement/Next Steps
 - Follow up with INPUTiD
 - <http://www.theforks-bikepedplan.com/>

Today's Agenda

- Introduction
 - Project Planning & Background
 - Bicycle and Pedestrian Planning Process
- Priority Corridor Concept Presentation
 - Summary of Corridor Features
- Vision – Community Concept Review
 - Review Corridor Concepts
 - INPUTiD Brainstorm
- Ongoing Engagement/Next Steps
 - Project website and INPUTiD



Planning Context



Grand Forks - East Grand Forks
Metropolitan Planning Organization

BICYCLE AND PEDESTRIAN ELEMENT

(2045 LONG RANGE TRANSPORTATION PLAN)



What is a Bike/Ped Plan?

- Led by the Grand Forks-East Grand Forks MPO with frequent input and collaboration from stakeholders.
- Bike and Ped plans provide a detailed roadmap for improving the safety and feasibility of walking and biking through targeted investment and programs.
- Related to and supportive of programs like Safe Routes to School, Complete Streets, Travel Demand Management, Climate Goals, and public health goals.



Planning Context – Process



**Long-Range
Planning**

Determine
needs



**Prioritization
& Program
Development**

Feasibility,
Local Input
& Project
Funding



**Project
Planning**

Minimize
Impacts



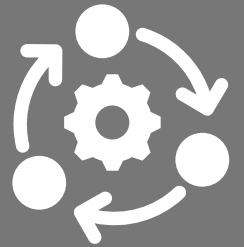
Project Design

Design Project
& Acquire
Right of Way



Construction

Build
Facility



**Maintenance
& Operations**

Maintain
Facility



Design Context (Cont.)

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



**LOW STRESS
TOLERANCE**

**HIGH STRESS
TOLERANCE**



Expanding the All Ages and Abilities Network

- Focus on providing recreational and transportation opportunities in Greater Grand Forks
- Priority corridors provide linear connections to regional trail system (i.e., Greenway) and other resources.
- Result of a data driven corridor selection process that balanced project feasibility with network connectivity, demand, and project engagement findings.
- Connects to multiple important destinations such as schools, job centers, daily services, tourism and cultural destinations, commercial districts, and more.

Source: FHWA bicyclist design profile, 2019



Built for Community

Survey reporting for largest barriers to biking and walking in Grand Forks and East Grand Forks:

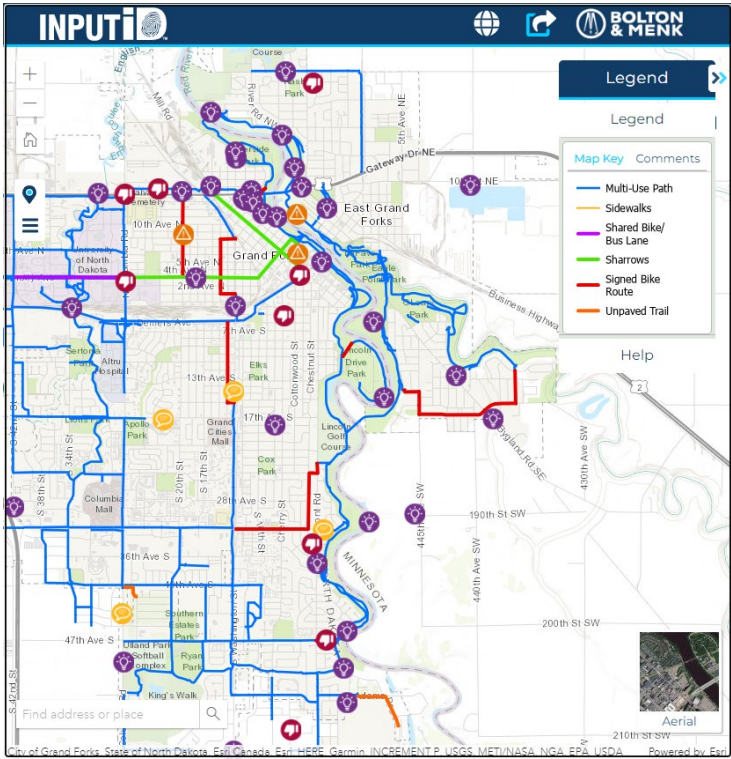
51% Lack of connected multi-use trails and/or sidewalks



42% Weather/ Climate



23% Lack of safe street crossings & quality of trails/sidewalks



Feedback: What Prevents you from Biking and Walking?

- 1 Use stickers to mark what prevents you from biking and walking more often.
- 2 If there are additional reasons not listed, please write them in the lower right corner.

| Time or distance | High traffic speeds | Costs of bicycle equipment | Weather or climate | Too many trips to walk or bike | Convenience of driving | Personal safety |
|----------------------|---------------------|----------------------------------|--|--------------------------------|-----------------------------|---|
| | | | | | | |
| Physical limitations | Carrying children | Difficulty crossing busy streets | Lack of bicycle parking at destination | Lack of sidewalks or paths | Lack of transit connections | Other reasons? Share below! |
| | | | | | | <p>Other reasons? Share below!</p> <p>COVID-19, masks, all people</p> <p>I Agree!</p> |

Priority Corridors

Grand Forks

1. University Avenue

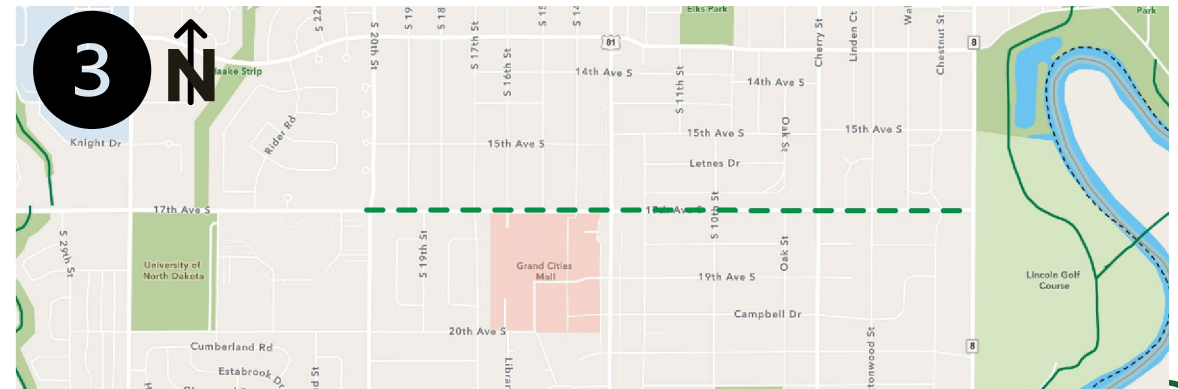
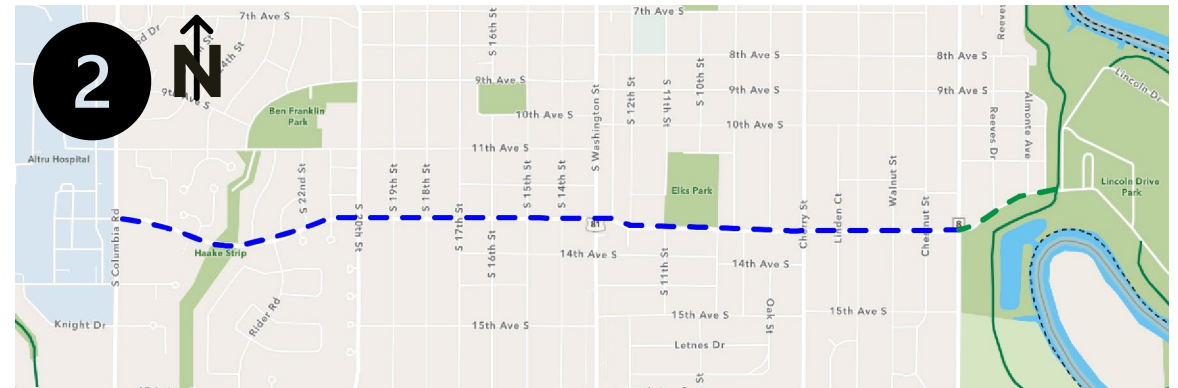
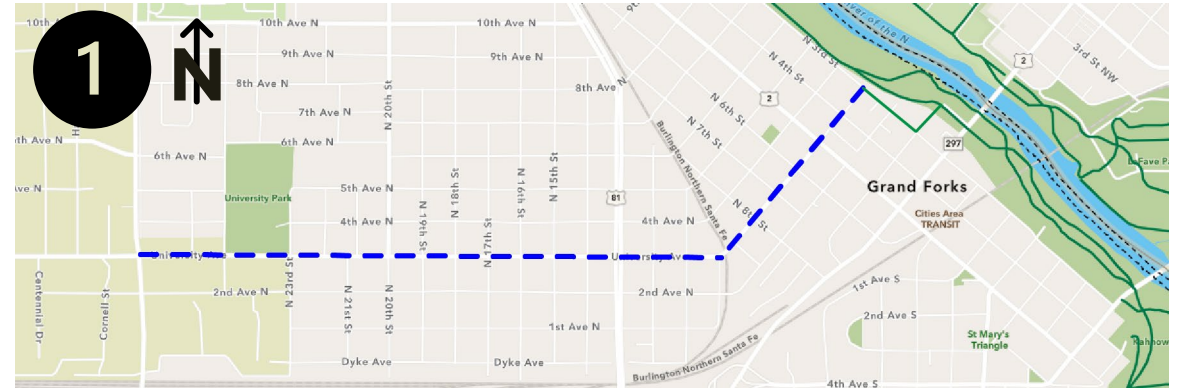
- North 3rd Street to North Columbia Road
- Mix of separated, buffered and/or traditional on-street bike lanes

2. 13th Avenue South

- South Columbia Road to Greenway
- Mix of buffered bike lanes, bike boulevard, and/or shared use path

3. 17th Avenue South

- South 20th Street to Belmont Road
- Mix of separated bike lanes, traditional on-street bike lanes, and/or shared use path



Priority Corridors

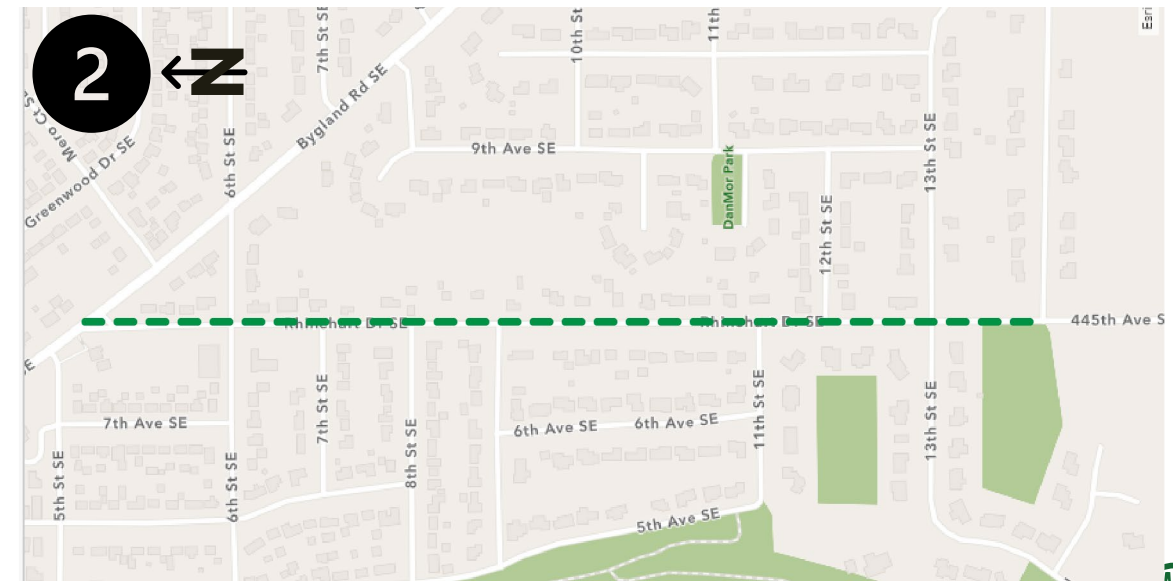
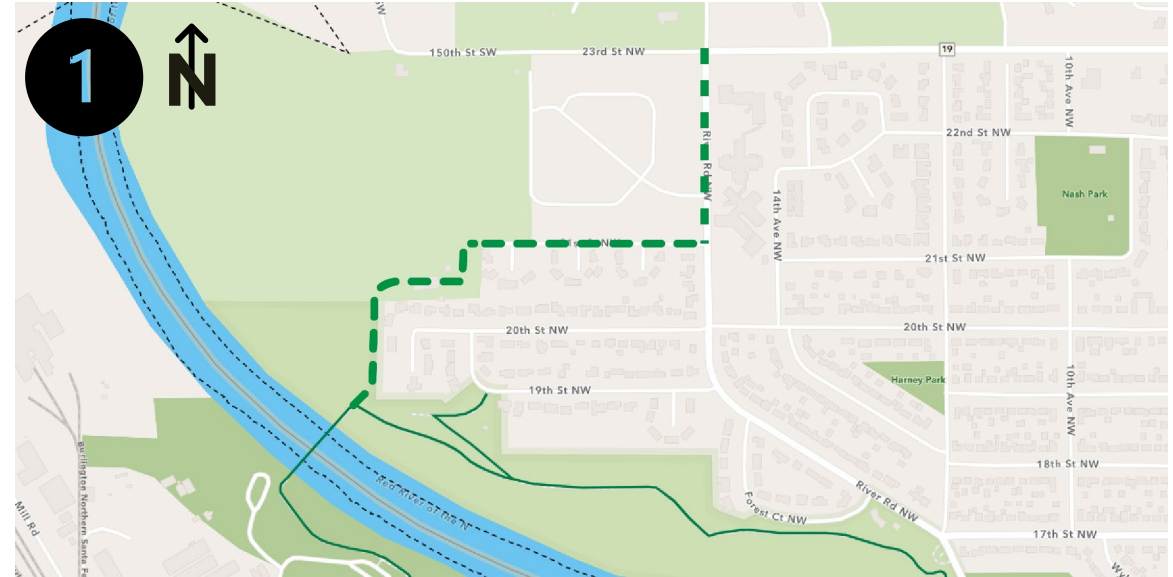
East Grand Forks

1. River Road

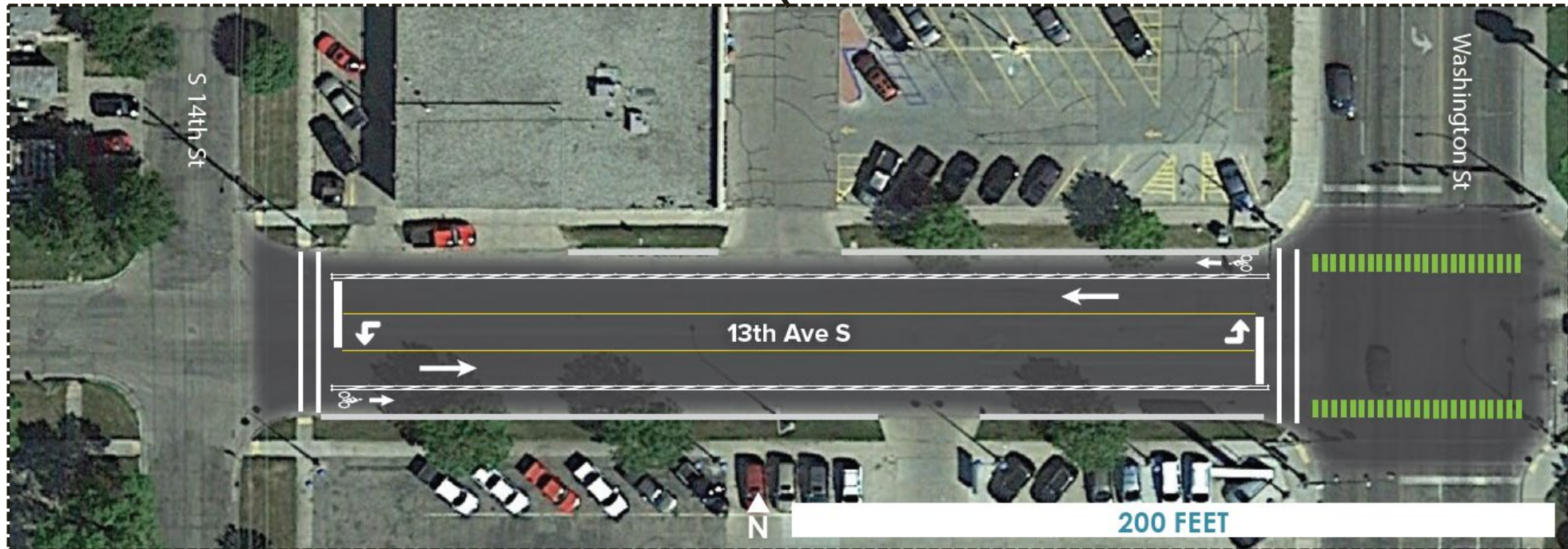
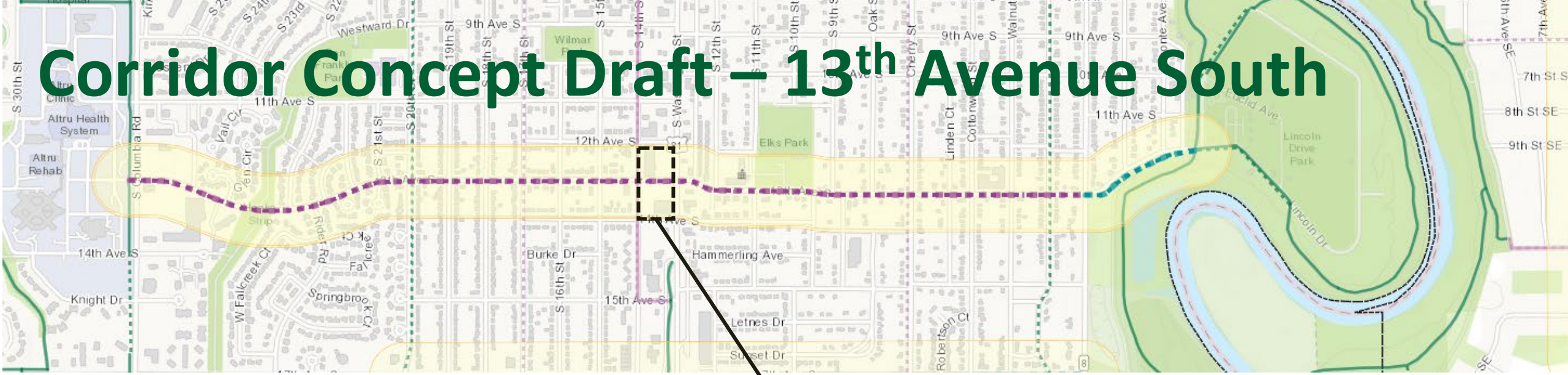
- River Road to 21st NW to the Levee
- Off-street shared use path

2. Rhinehart Drive

- Bygland Road to Greenway Boulevard
- Sidewalks on both side of road

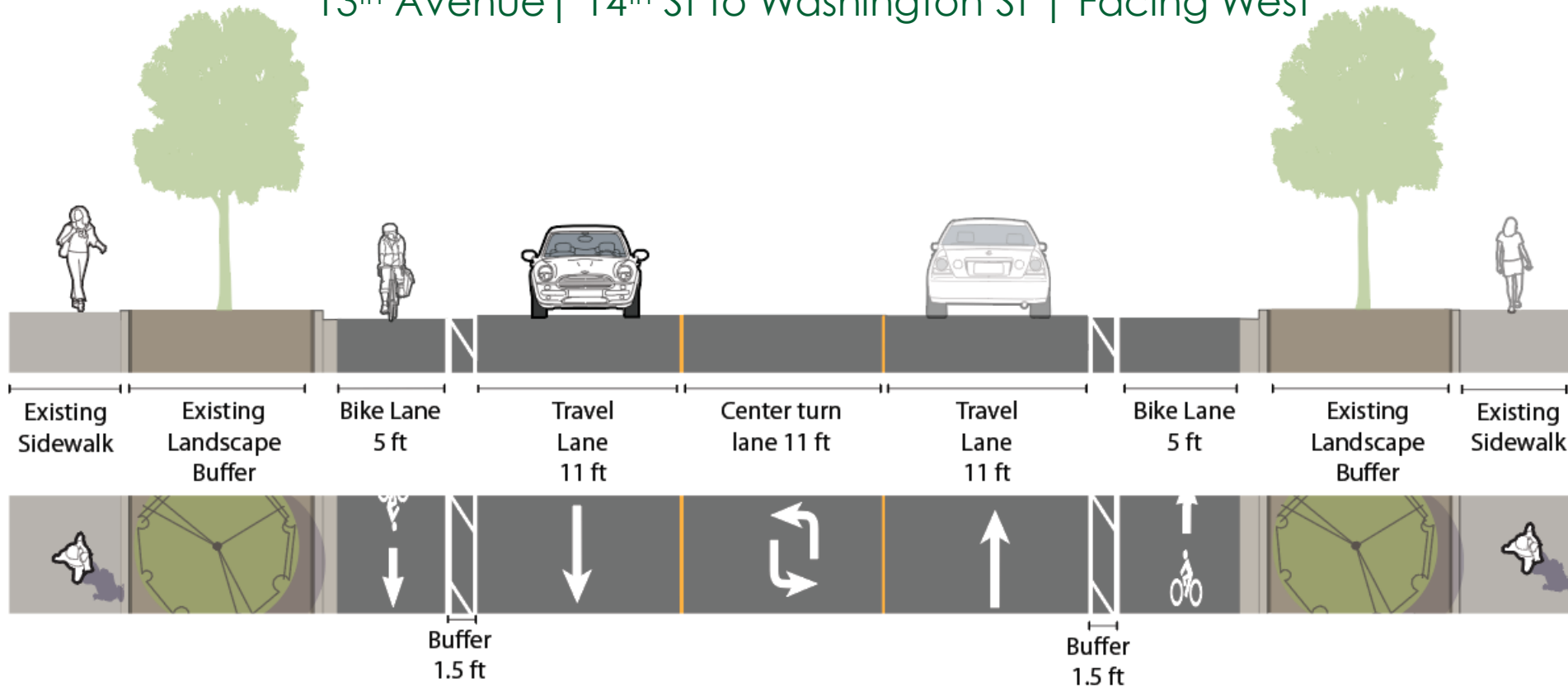


Corridor Concept Draft – 13th Avenue South



Corridor Concept Draft

13th Avenue | 14th St to Washington St | Facing West



Assume 65' curb-to-curb

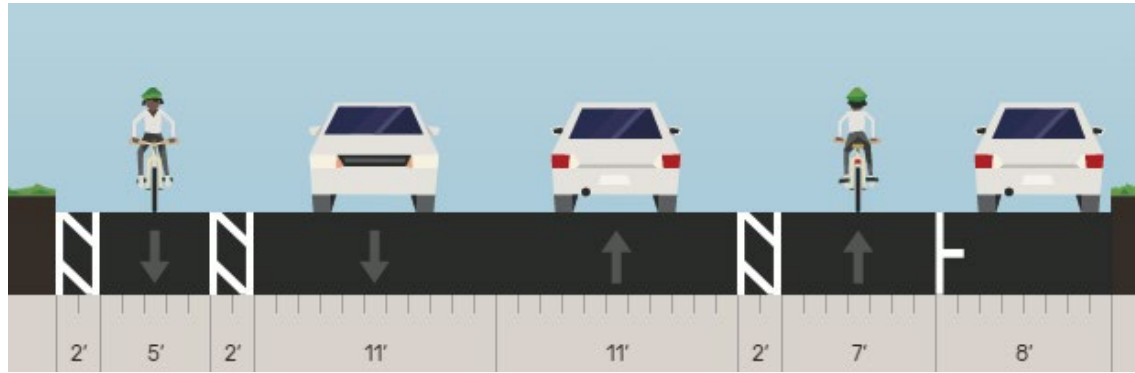
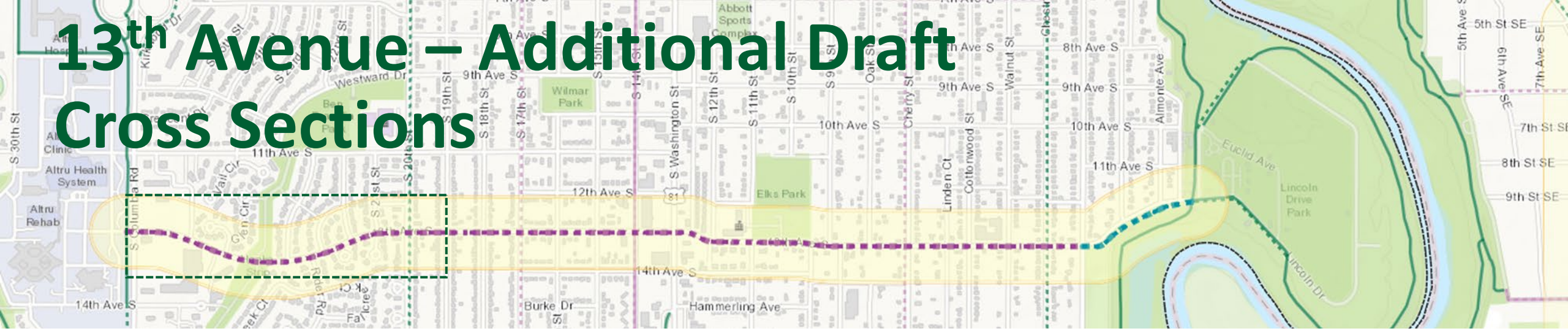
Buffered bike lane in each direction.

Maintain on-street parking

Narrow width of center median and eliminate center turn lanes

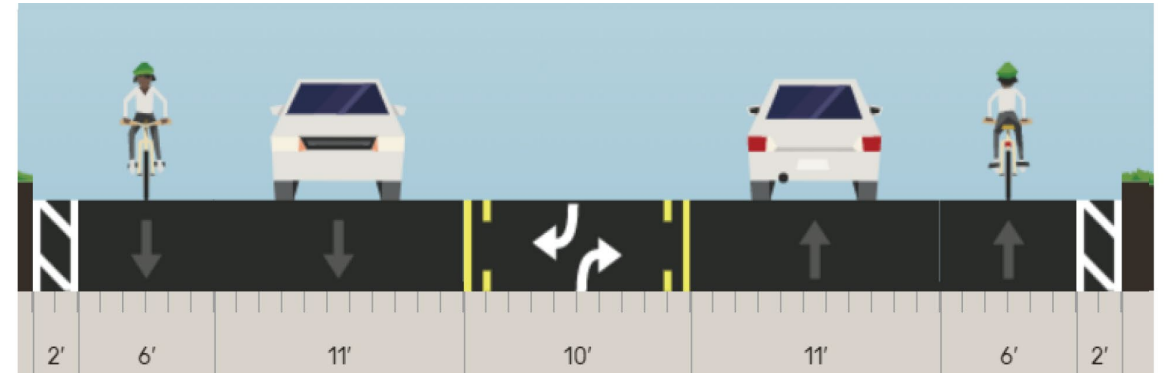


13th Avenue – Additional Draft Cross Sections



Between Columbia Rd and 19th St (Looking West) – Option 1

- Assume 49-foot curb-to-curb
- Install buffered bike lanes
- Remove center turn lane, retain parking on one side of street

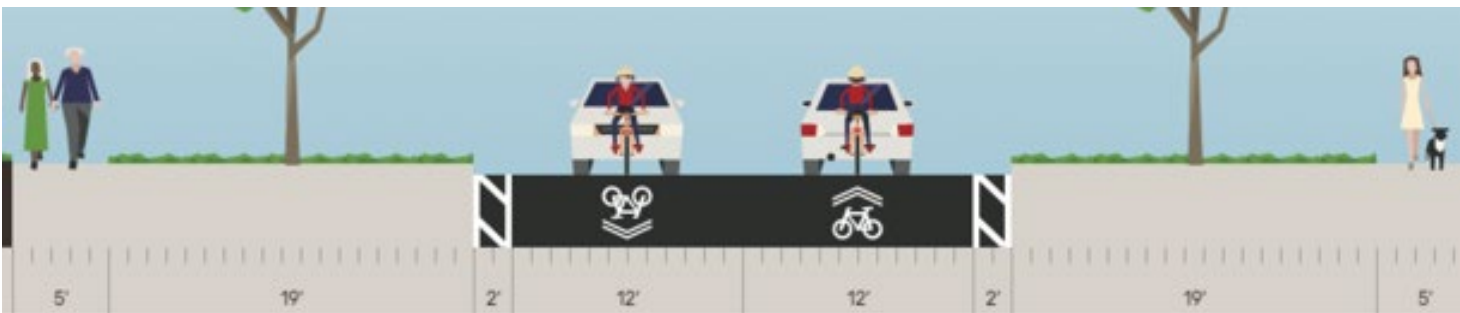


Between Columbia Rd and 19th St (Looking West) – Option 2

- Assume 49-foot curb-to-curb
- Install standard bike lanes (consider upgrading the separated bike lanes)
- Remove parking from both sides of street, retain center turn lane

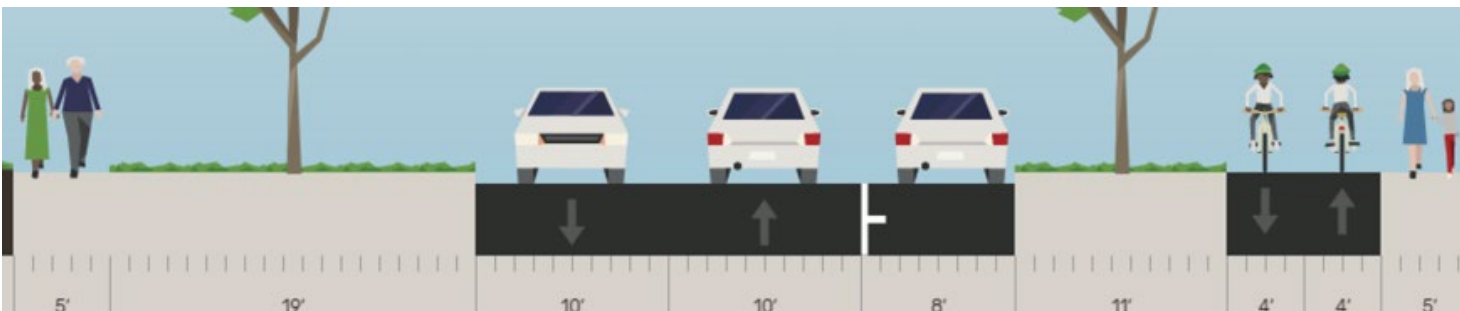


A map of a city street grid centered on 13th Avenue. The title "13th Avenue – Additional Cross Sections" is overlaid in large green font at the top left. A yellow shaded area highlights a section of 13th Avenue from approximately 10th Ave S to 14th Ave S. Within this yellow area, a purple dashed line indicates a specific cross-section alignment. To the right of the yellow area, a green dashed line continues the alignment through Lincoln Drive Park. Various streets are labeled, including S Columbia Rd, Vail Cir, Gen Cir, Rider Rd, Faure Ave, S 1st St, S 2nd St, S 17th St, S 18th St, S 19th St, S 20th St, S Washington St, S 12th St, S 11th St, S 10th St, Oak St, Cherry St, Cottonwood St, Linden Ct, Almonite Ave, Euclid Ave, and Lincoln Dr. Parks like Wilmar Park, Elks Park, and Lincoln Drive Park are also shown.



Between 19th St and 14th St &
Between 12th St and Cottonwood St
(Looking West) – Option 1

- Assume 29 ft curb-to-curb
- Install bicycle boulevard (shared lanes) or advisory bike lanes
- Prohibit parking on both sides of street.

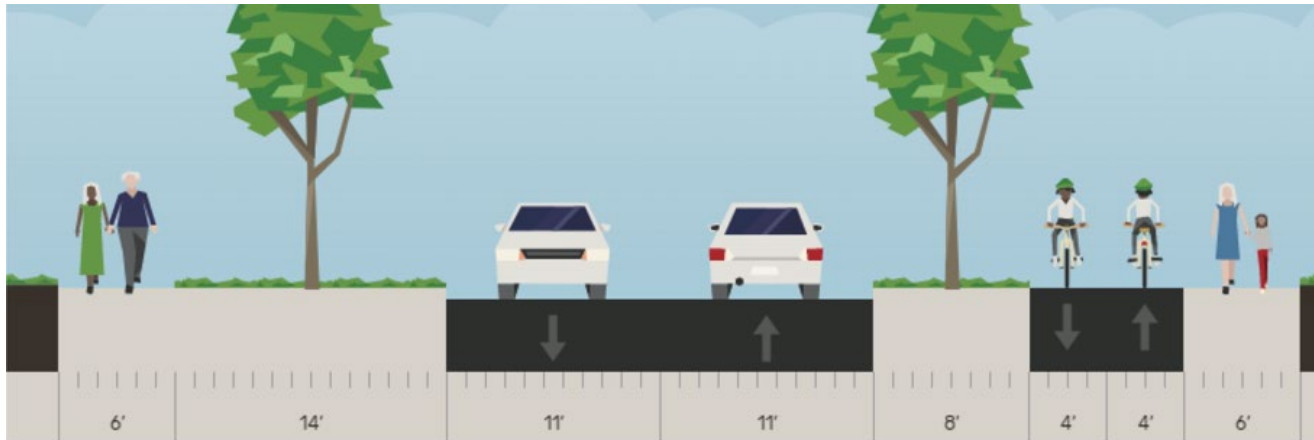
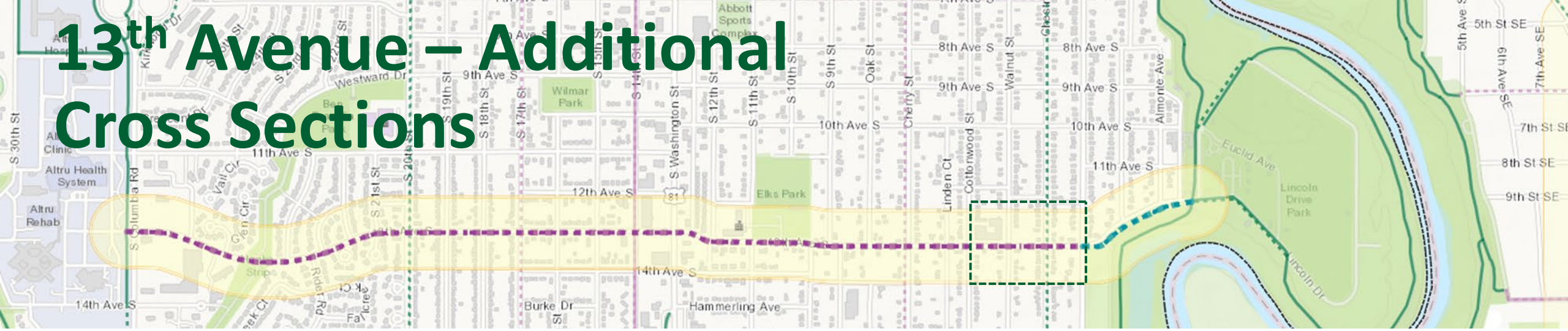


Between 19th St and 14th St &
Between 12th St and Cottonwood St
(Looking West) – Option 2

- Assume 29 ft curb-to-curb
- Expand sidewalk to shared use path on one or both sides of street
- Prohibit parking on one side of street.



13th Avenue – Additional Cross Sections



Between Cottonwood St and Belmont Rd (Looking West)

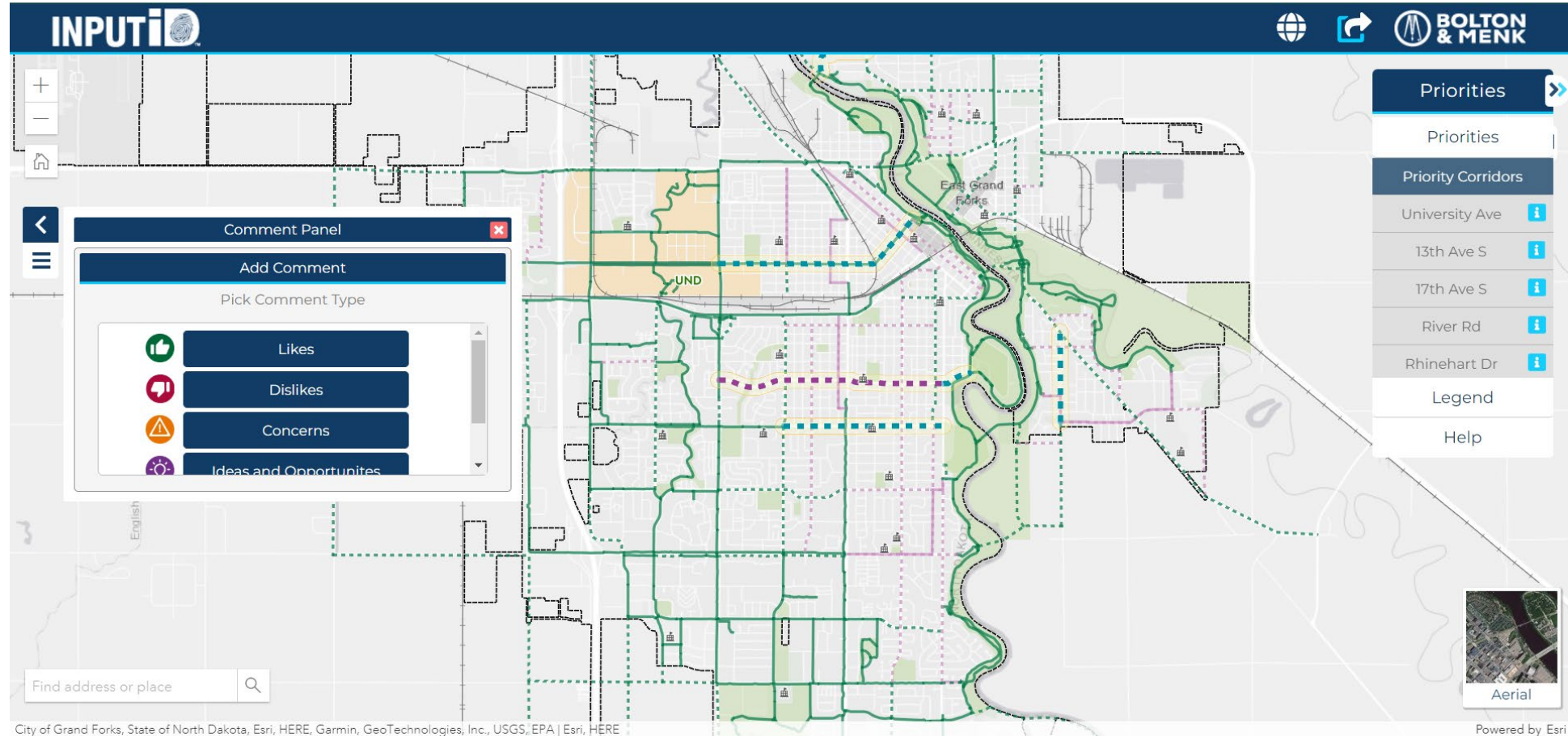
- Assume 23 ft curb-to-curb
- Parking not permitted on street
- Expand existing sidewalk into sidepath on one or both sides of street

VISION

Discussion Objectives:

- Evaluate proposed corridor concepts, benefits, and drawbacks
- Discuss how these facilities would shape the public realm

INPUTiD



<https://gis.bolton-menk.com/inputid/?app=TheForksMPOBikePriorityCorridors#>

Next Steps

This Week – Open Houses for Priority Corridor Concepts

- <http://www.theforks-bikepedplan.com/>

INPUTID closes for comment: April 9th, 2023

Plan Adoption and Approval Process: April –June 2023

Thank you!



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