

# WELCOME!

## Grand Forks – East Grand Forks Bicycle & Pedestrian Element Update

17th Avenue S Priority Concept Development Open House

March 30, 2023



Grand Forks - East Grand Forks

METROPOLITAN  
PLANNING ORGANIZATION



# Meeting Framework

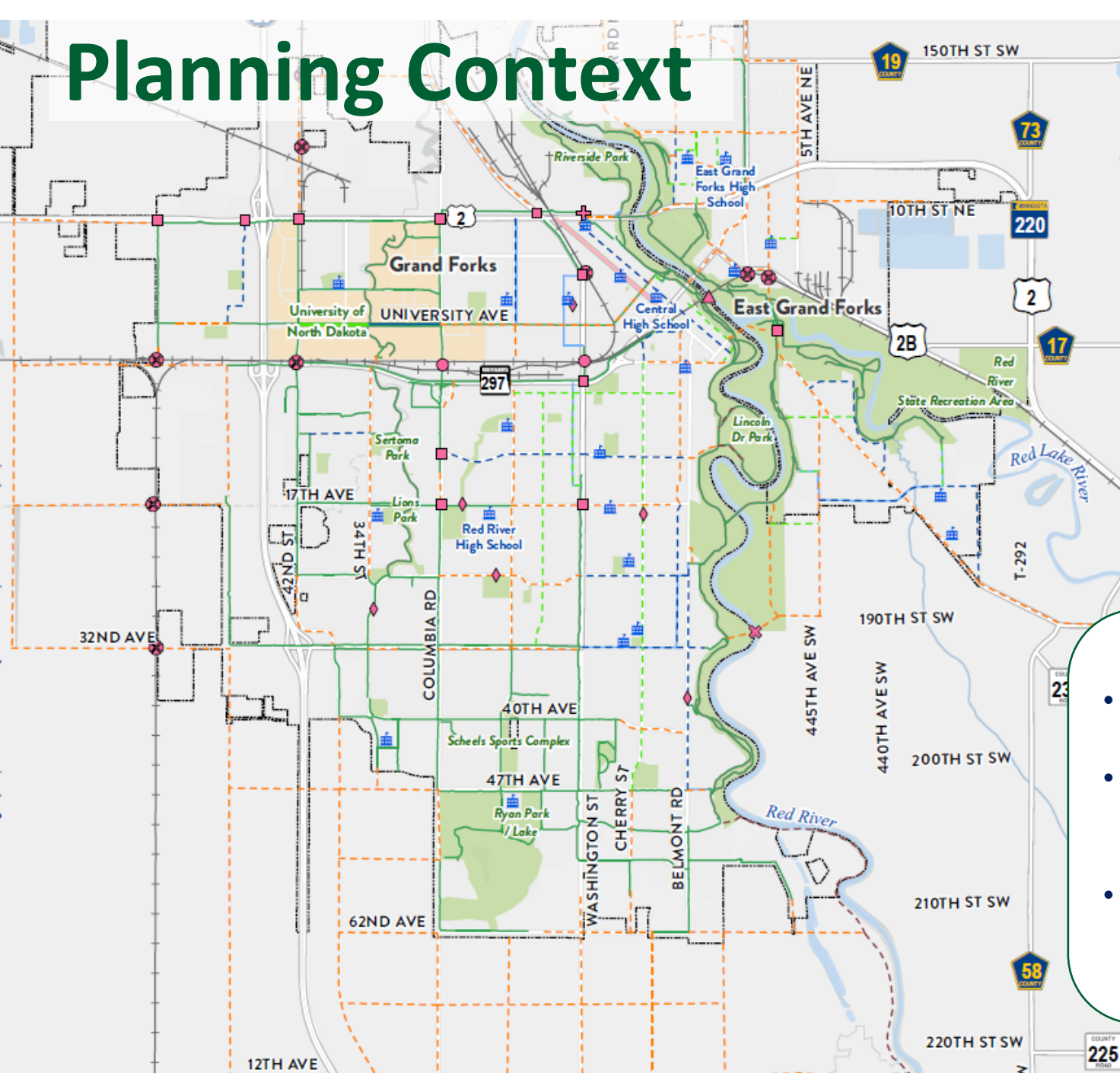
- Virtual Meeting – Recorded
  - Participation and Best Practices
  - Meeting Slides
  - INPUTiD
- Ongoing Engagement/Next Steps
  - Follow up with INPUTiD
  - <http://www.theforks-bikepedplan.com/>

# 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



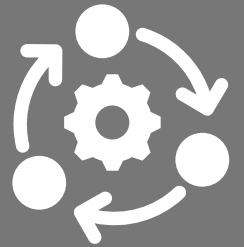
**Project Design**

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:

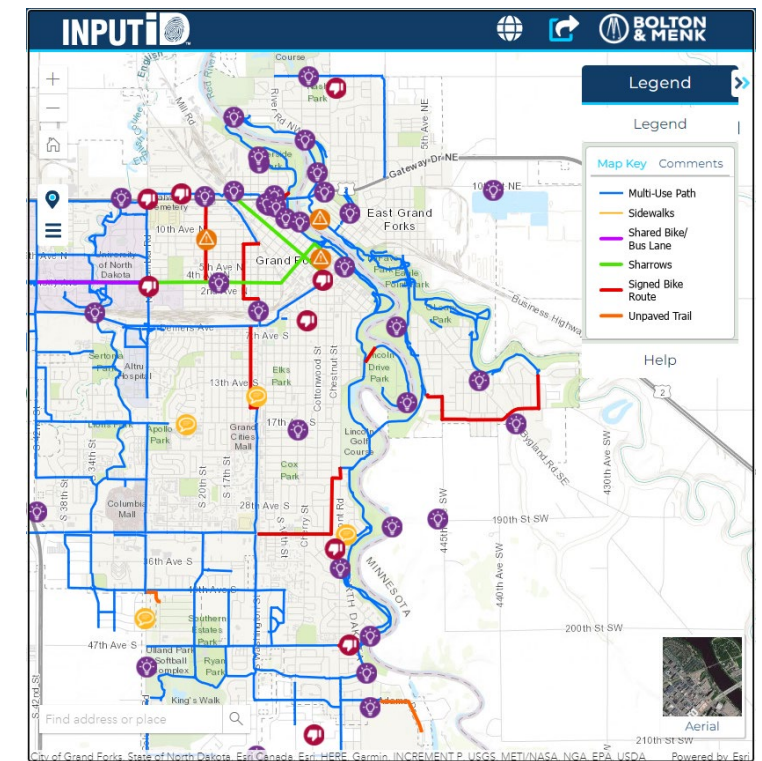
51% Lack of connected multi-use trails and/or sidewalks



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.

<p><b>Time or distance</b></p>	<p><b>High traffic speeds</b></p>	<p><b>Costs of bicycle equipment</b></p>	<p><b>Weather or climate</b></p>	<p><b>Too many trips to walk or bike</b></p>	<p><b>Convenience of driving</b></p>	<p><b>Personal safety</b></p>
<p><b>Physical limitations</b></p>	<p><b>Carrying children</b></p>	<p><b>Difficulty crossing busy streets</b></p>	<p><b>Lack of bicycle parking at destination</b></p> <p>Some have space</p>	<p><b>Lack of sidewalks or paths</b></p>	<p><b>Lack of transit connections</b></p>	<p><b>Other reasons! Share below!</b></p> <p>How often do you take the train? please let us know!</p> <p>Covid, buses are still down!</p>





# Priority Corridors

## Grand Forks

### 1. University Avenue

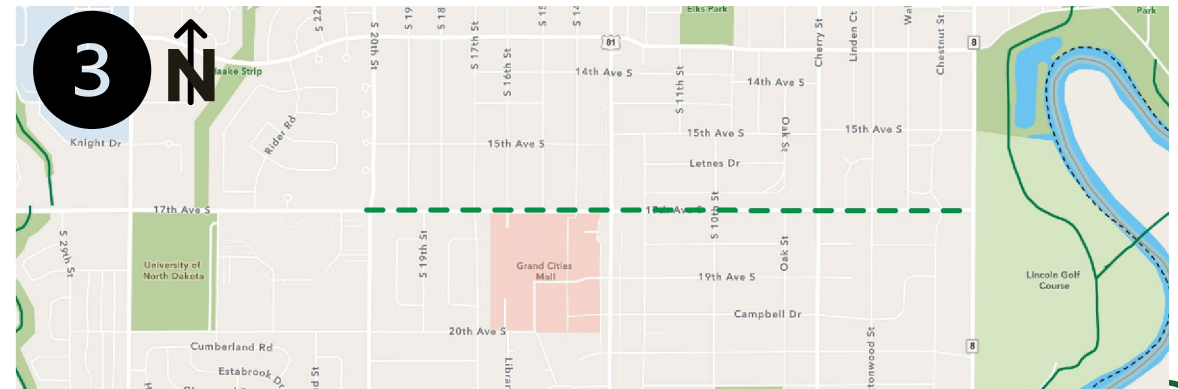
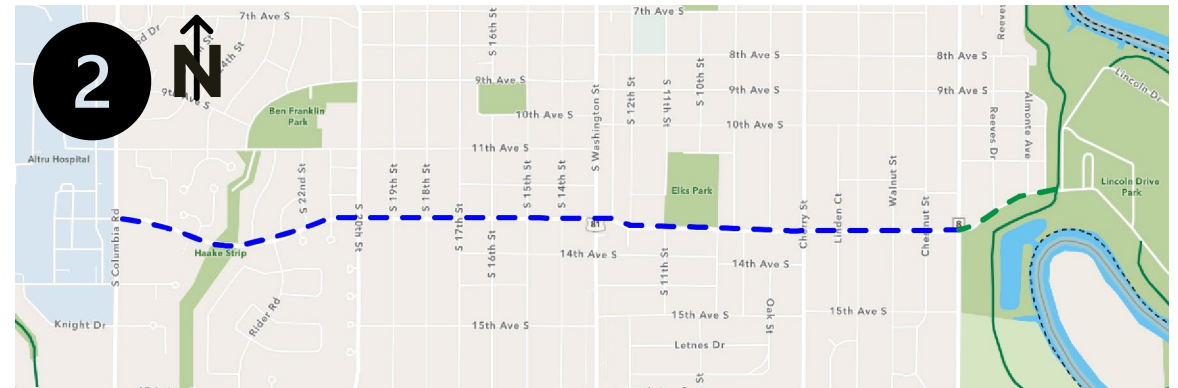
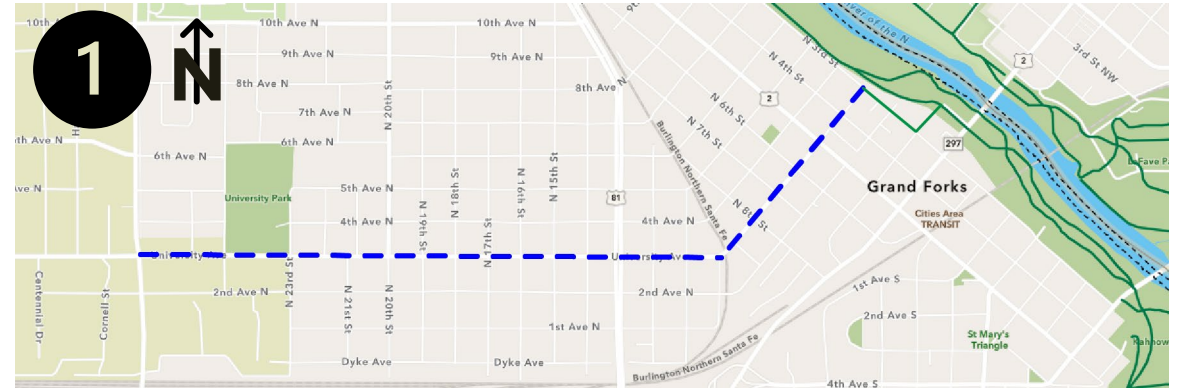
- North 3<sup>rd</sup> Street to North Columbia Road
- Mix of separated, buffered and/or traditional on-street bike lanes

### 2. 13<sup>th</sup> Avenue South

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

### 3. 17<sup>th</sup> Avenue South

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





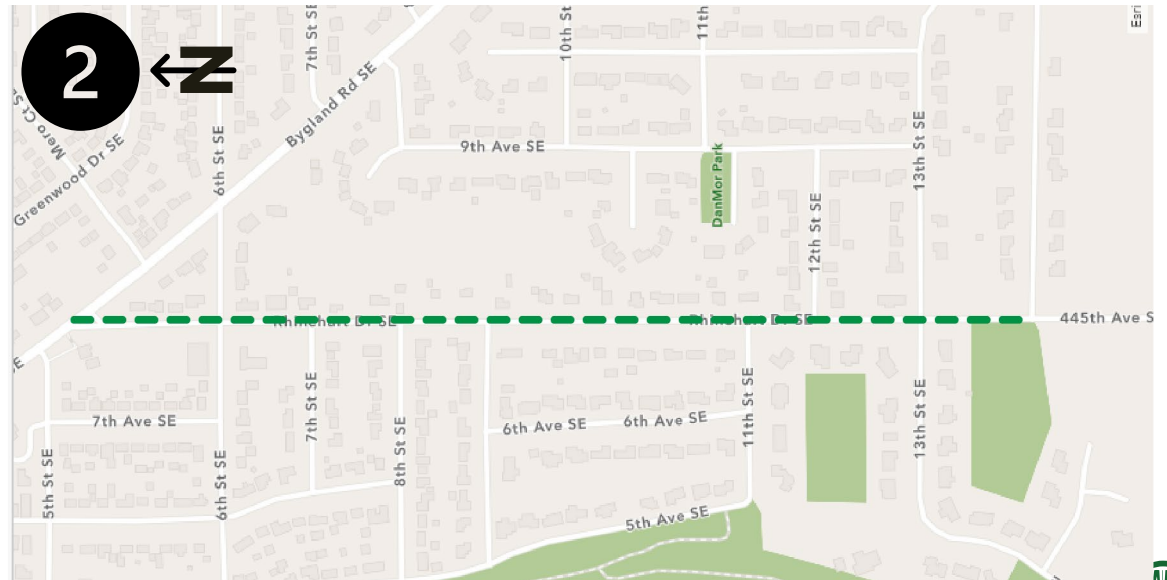
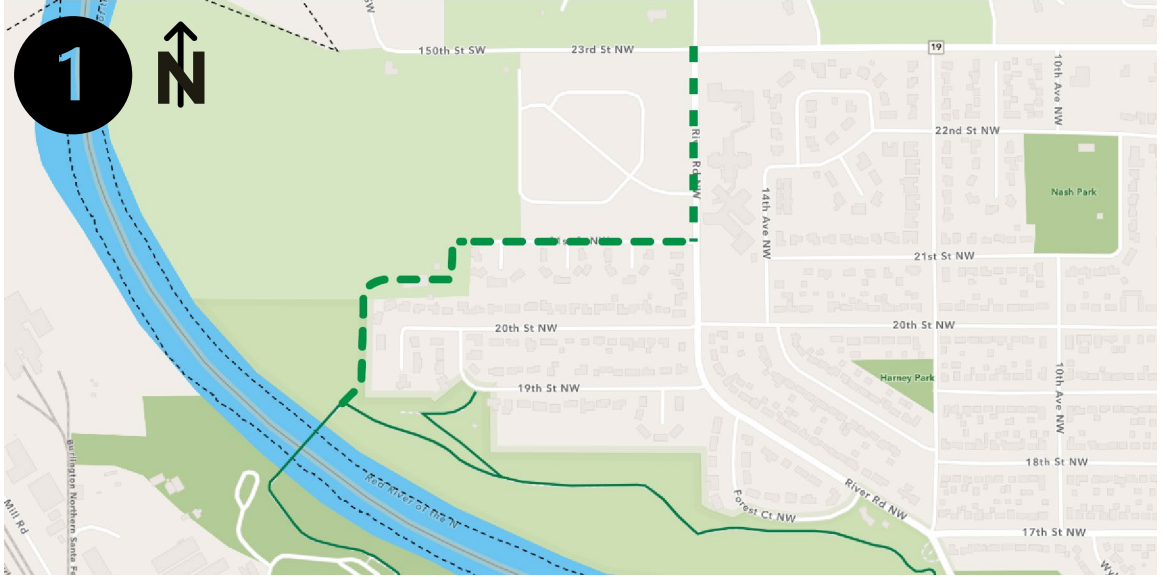
# East Grand Forks

## 1. River Road

- River Road to 21<sup>st</sup> NW to the Levee
- Off-street shared use path

## 2. Rhinehart Drive

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

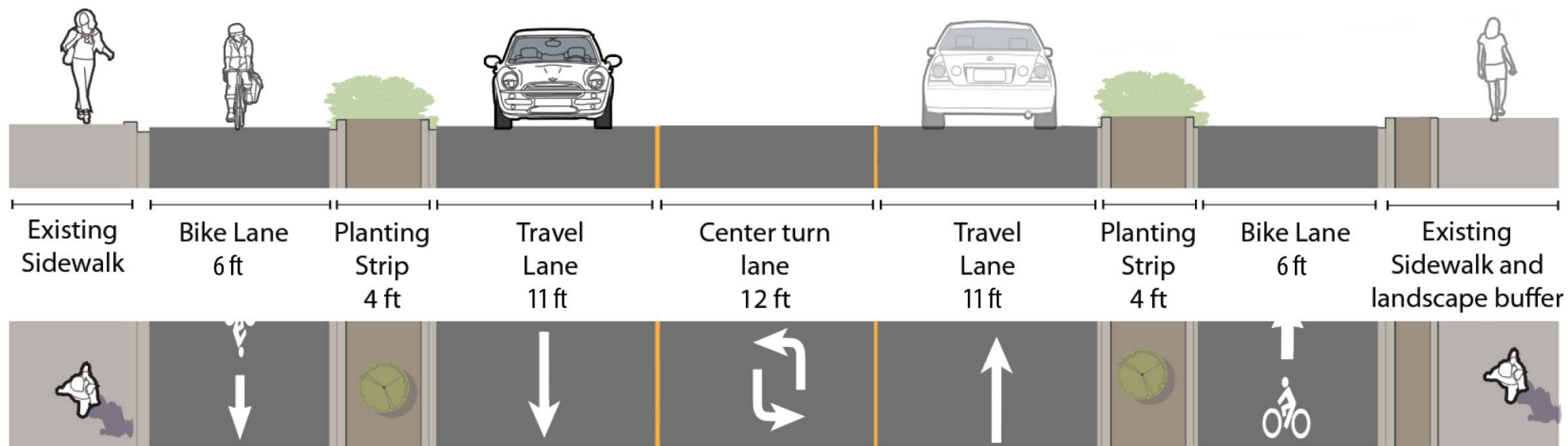


# Corridor Concept – 17<sup>th</sup> Avenue South



# Corridor Concept Draft

## 17TH AVE S | FACING WEST

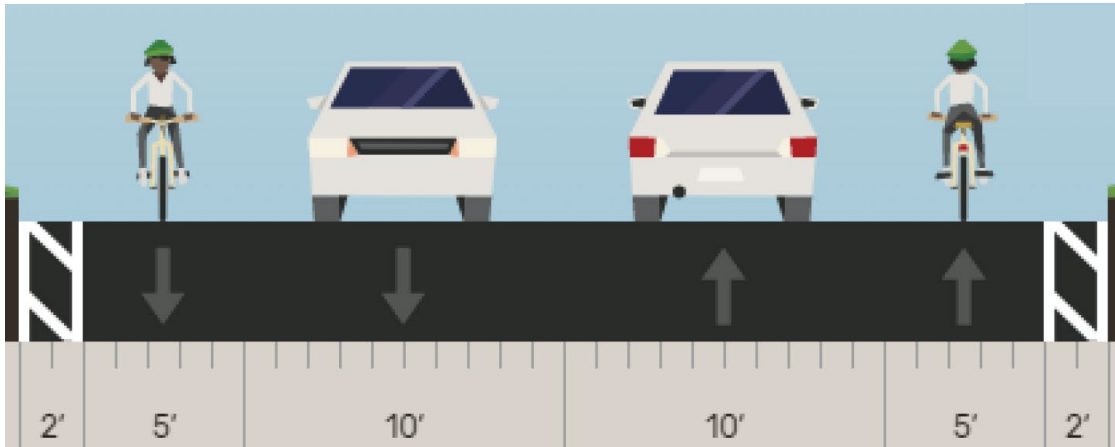
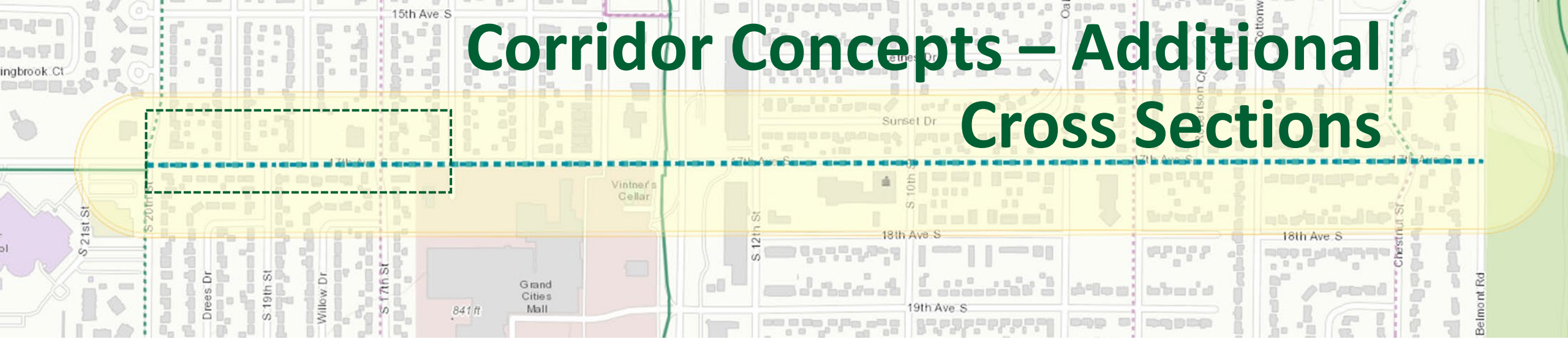


- Assume existing 63' curb to curb
- No on-street parking.
- Add a separate bike lane in each direction.
- Along corridor segments with less curb-to-curb width, consider shared use path.





# Corridor Concepts – Additional Cross Sections

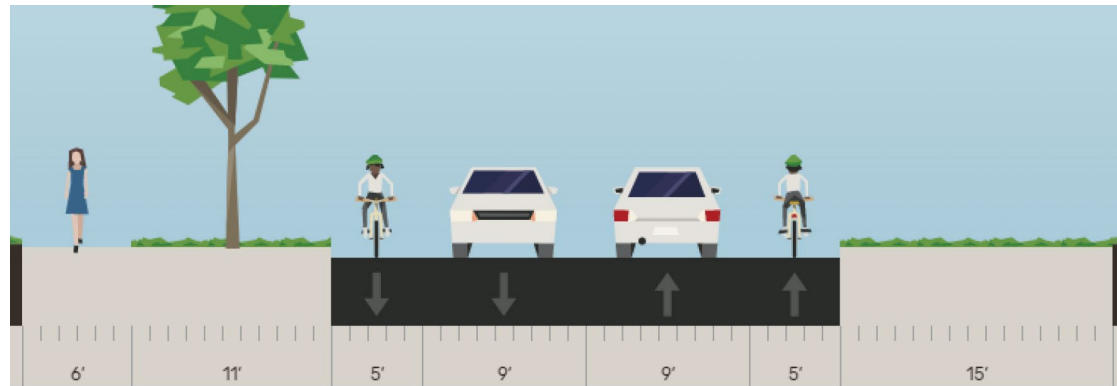


## Between 20th St and 16th St (Looking West)

- Assume 35 ft curb-to-curb
- Parking currently permitted south side of street, but only between 6pm – 8am
- Remove parking to allow for standard bike lanes

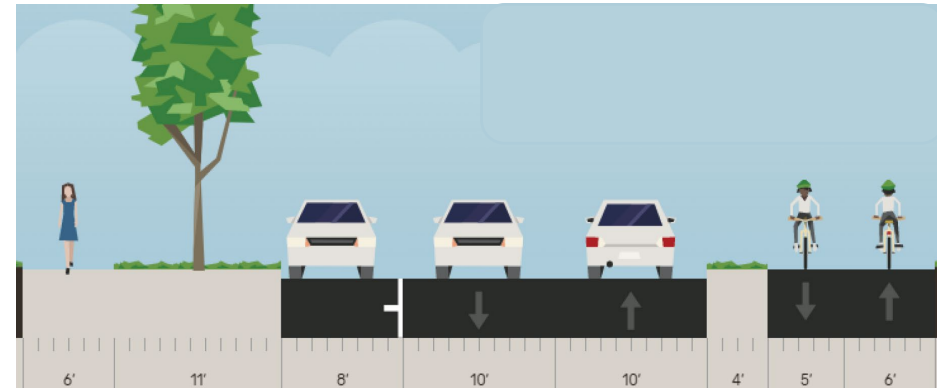


# Corridor Concepts – Additional Cross Sections



Between 12th St and Belmont Road – Option 1

- Assume 29 ft curb-to-curb
- Remove parking currently allowed on south side of street
- Install standard bike lanes



Between 12th St and Belmont Road – Option 2

- Assume 29 ft curb-to-curb
- Retain parking allowed on south side of street
- Install sidepath on one side of the street



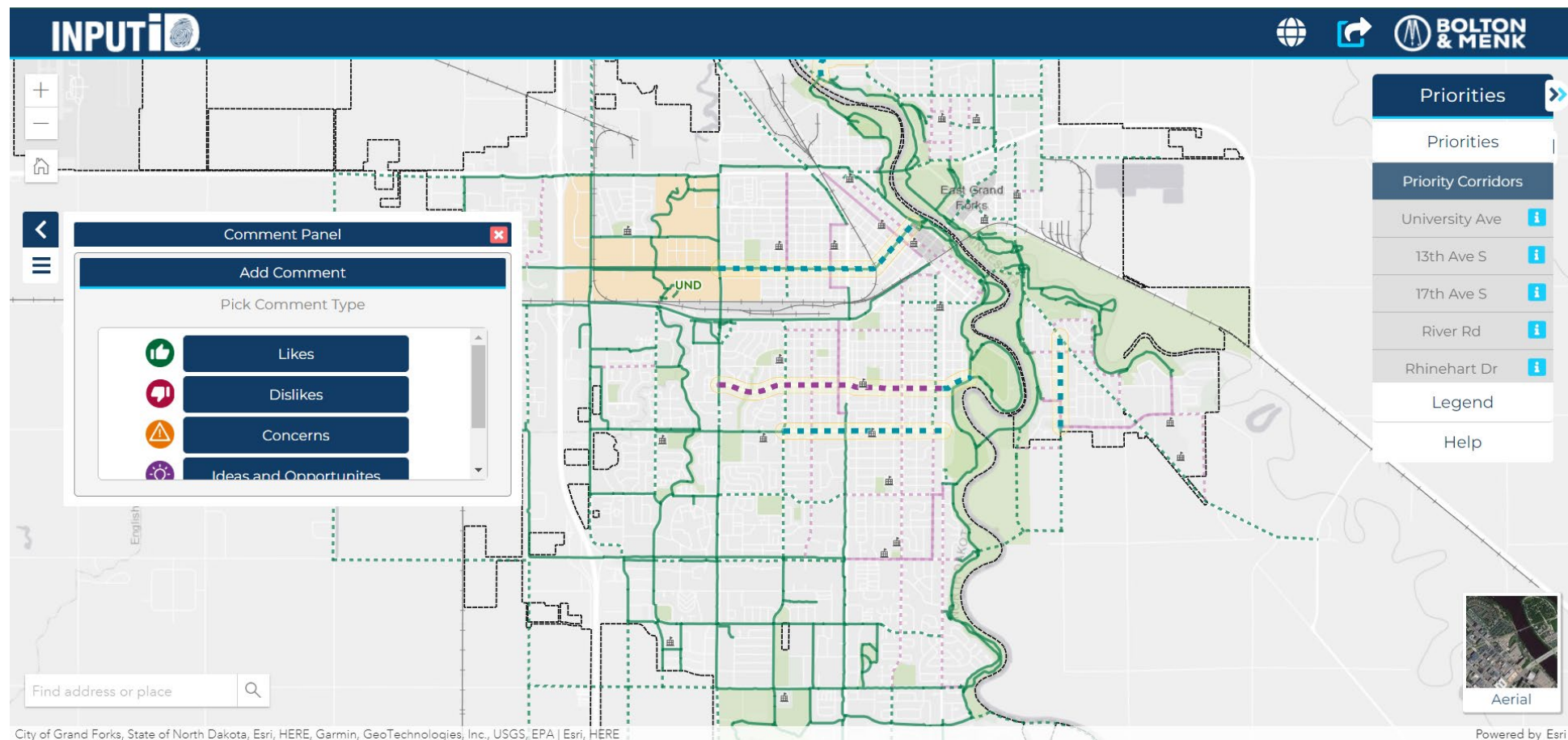
# VISION

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## 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 1st 2023

Plan Adoption and Approval Process: April –June 2023



# Thank you!



## Project Contacts:

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