

A detailed map of Grand Forks, North Dakota, serves as the background. It shows a grid of streets including University Ave, Campus Rd, 1st Ave NE, 2nd Ave NE, 3rd Ave NE, 4th Ave NE, 5th Ave NE, 6th Ave NE, 7th Ave NE, 8th Ave NE, 9th Ave NE, 10th Ave NE, 11th Ave NE, 12th Ave NE, 13th Ave NE, 14th Ave NE, 15th Ave NE, 16th Ave NE, 17th Ave NE, 18th Ave NE, 19th Ave NE, 20th Ave NE, 21st Ave NE, 22nd Ave NE, 23rd Ave NE, 24th Ave NE, 25th Ave NE, 26th Ave NE, 27th Ave NE, 28th Ave NE, 29th Ave NE, 30th Ave NE, 31st Ave NE, 32nd Ave NE, 33rd Ave NE, 34th Ave NE, 35th Ave NE, 36th Ave NE, 37th Ave NE, 38th Ave NE, 39th Ave NE, 40th Ave NE, 41st Ave NE, 42nd Ave NE, 43rd Ave NE, 44th Ave NE, 45th Ave NE, 46th Ave NE, 47th Ave NE, 48th Ave NE, 49th Ave NE, 50th Ave NE, 51st Ave NE, 52nd Ave NE, 53rd Ave NE, 54th Ave NE, 55th Ave NE, 56th Ave NE, 57th Ave NE, 58th Ave NE, 59th Ave NE, 60th Ave NE, 61st Ave NE, 62nd Ave NE, 63rd Ave NE, 64th Ave NE, 65th Ave NE, 66th Ave NE, 67th Ave NE, 68th Ave NE, 69th Ave NE, 70th Ave NE, 71st Ave NE, 72nd Ave NE, 73rd Ave NE, 74th Ave NE, 75th Ave NE, 76th Ave NE, 77th Ave NE, 78th Ave NE, 79th Ave NE, 80th Ave NE, 81st Ave NE, 82nd Ave NE, 83rd Ave NE, 84th Ave NE, 85th Ave NE, 86th Ave NE, 87th Ave NE, 88th Ave NE, 89th Ave NE, 90th Ave NE, 91st Ave NE, 92nd Ave NE, 93rd Ave NE, 94th Ave NE, 95th Ave NE, 96th Ave NE, 97th Ave NE, 98th Ave NE, 99th Ave NE, 100th Ave NE. The Red Lake River is visible on the right side. The text "WELCOME!" is centered in large green letters. Below it, "Grand Forks – East Grand Forks" is written in a smaller green font. Below that, "Bicycle & Pedestrian Element Update" is written in a large green font.

WELCOME!

Grand Forks – East Grand Forks

Bicycle & Pedestrian Element Update

Rhinehart Drive Priority Concept Development Open House

March 29, 2023



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION



Meeting Framework

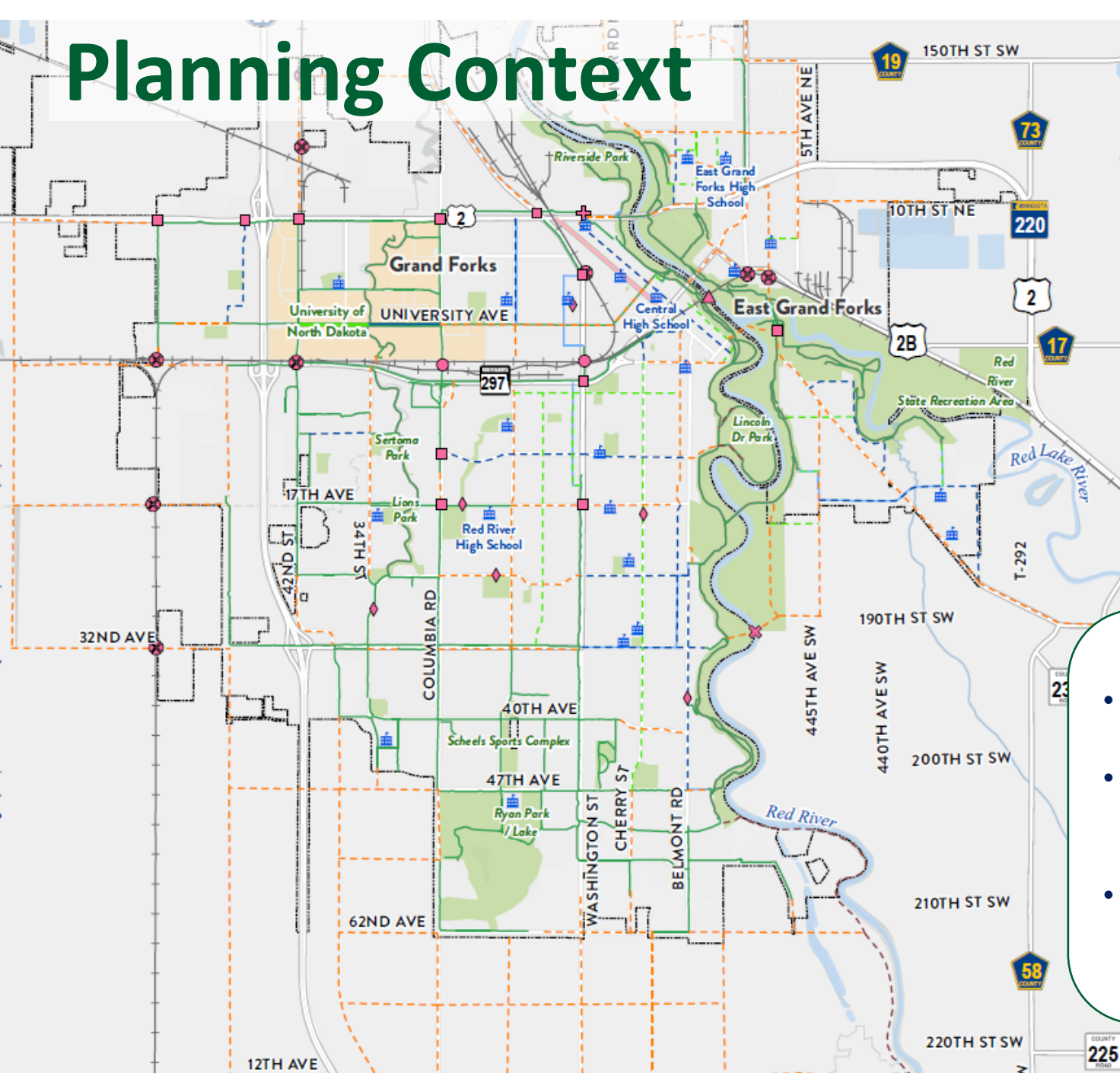
- Virtual Meeting – Recorded
 - Participation and Best Practices
 - Meeting Slides
 - INPUTiD
- Ongoing Engagement/Next Steps
 - Follow up with INPUTiD
 - <http://www.theforks-bikepedplan.com/>

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



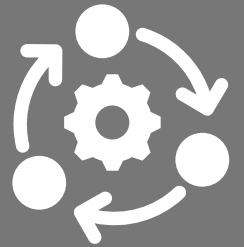
Project Design

Design Project
& Acquire
Right of Way



Construction

Build
Facility



**Maintenance
& Operations**

Maintain
Facility



Design Context

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:

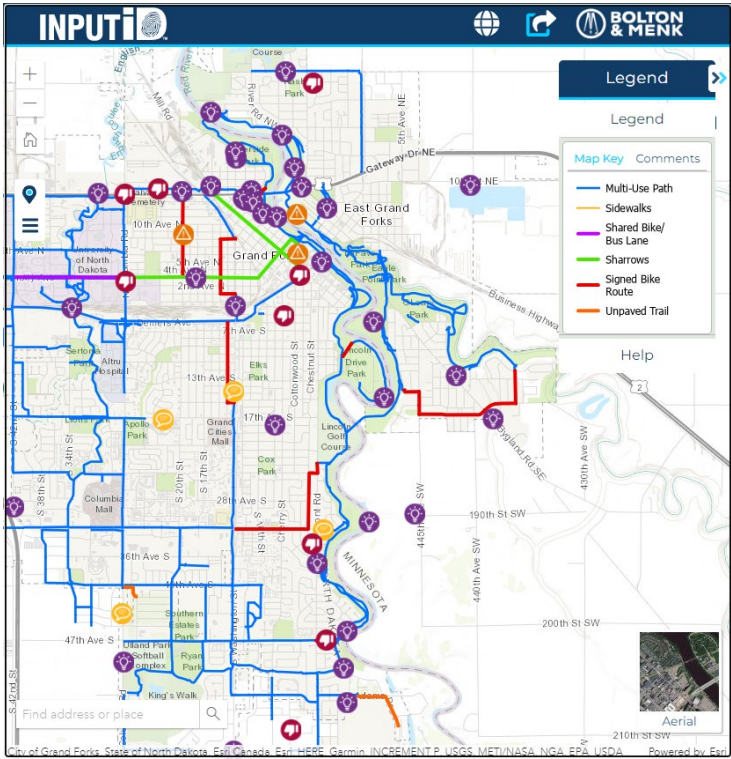
51% Lack of connected multi-use trails and/or sidewalks



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!

Priority Corridors

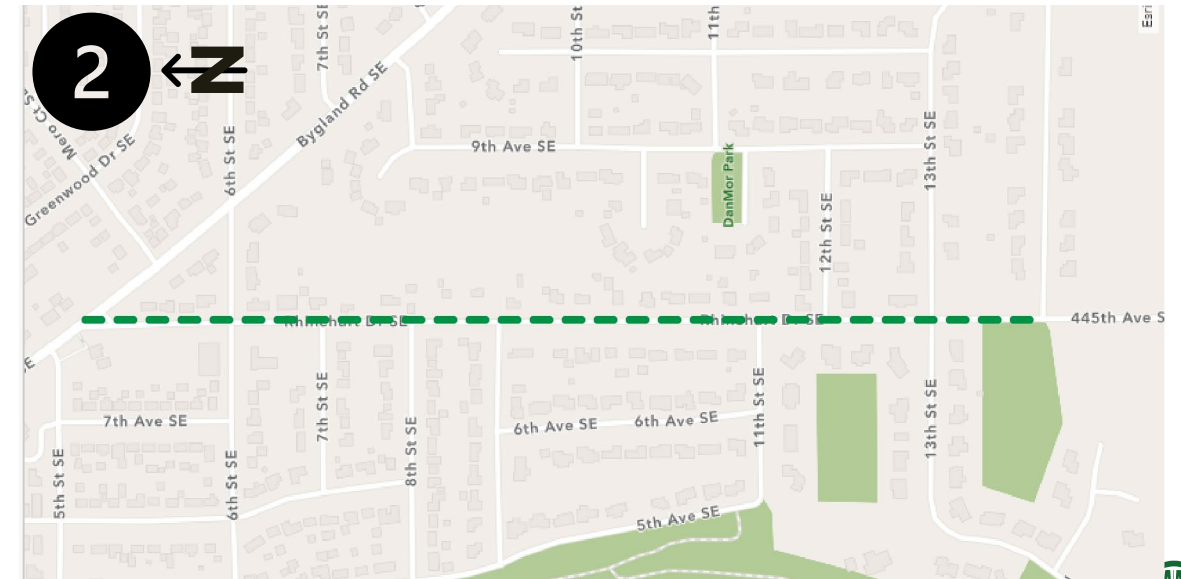
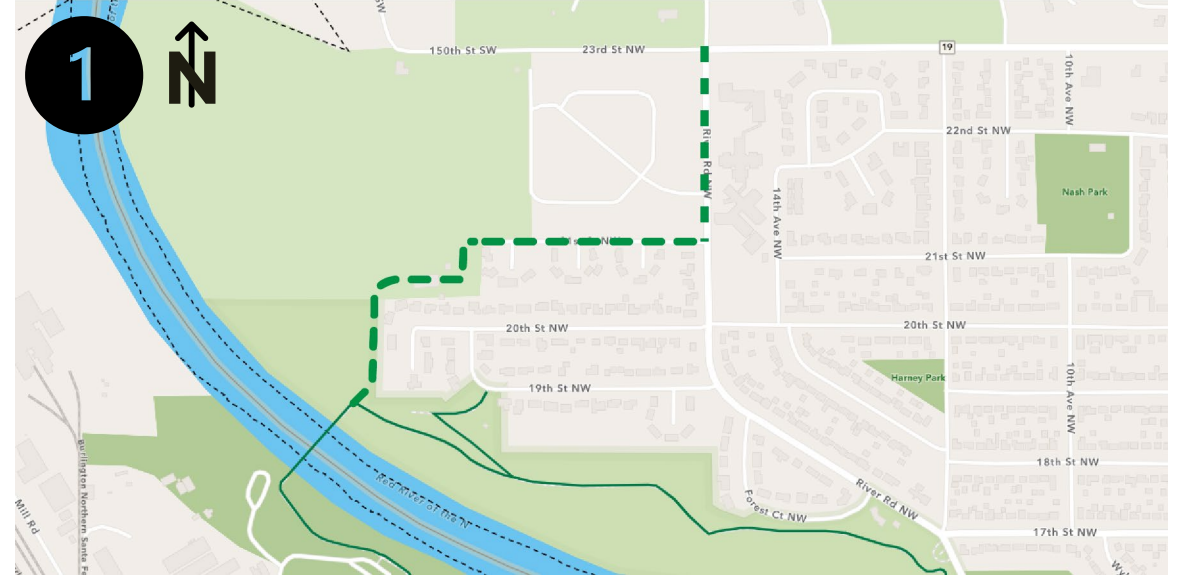
East Grand Forks

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



Priority Corridors

Grand Forks

1. University Avenue

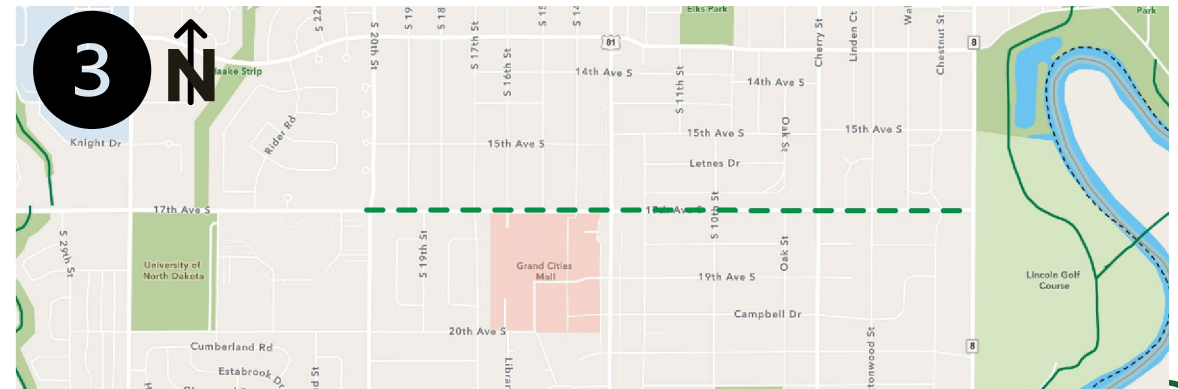
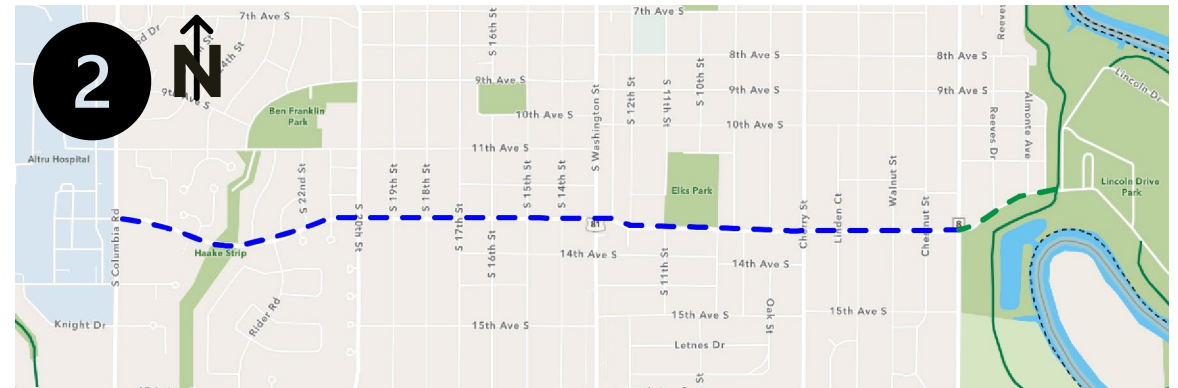
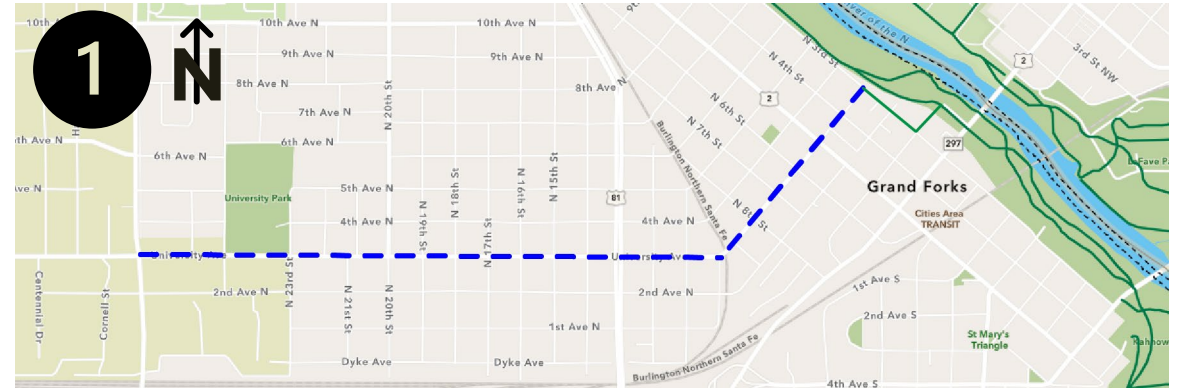
- North 3rd Street to North Columbia Road
- Mix of separated, buffered and/or traditional on-street bike lanes

2. 13th Avenue South

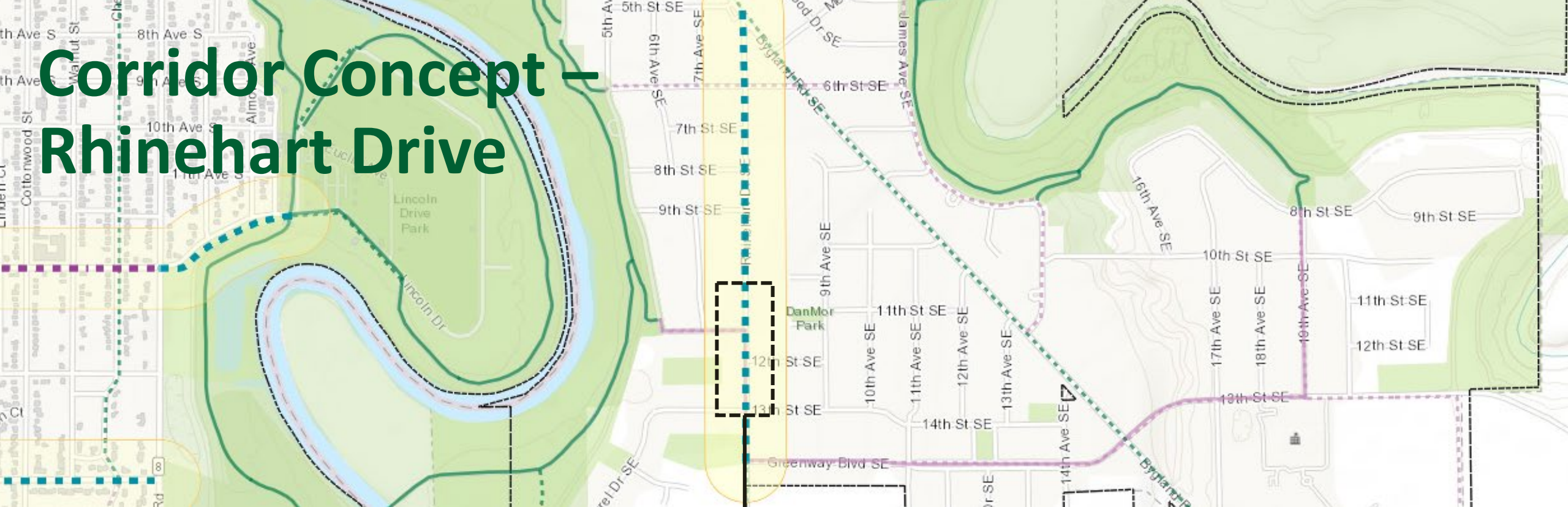
- South Columbia Road to Greenway
- Mix of buffered bike lanes, bike boulevard, and/or shared use path

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

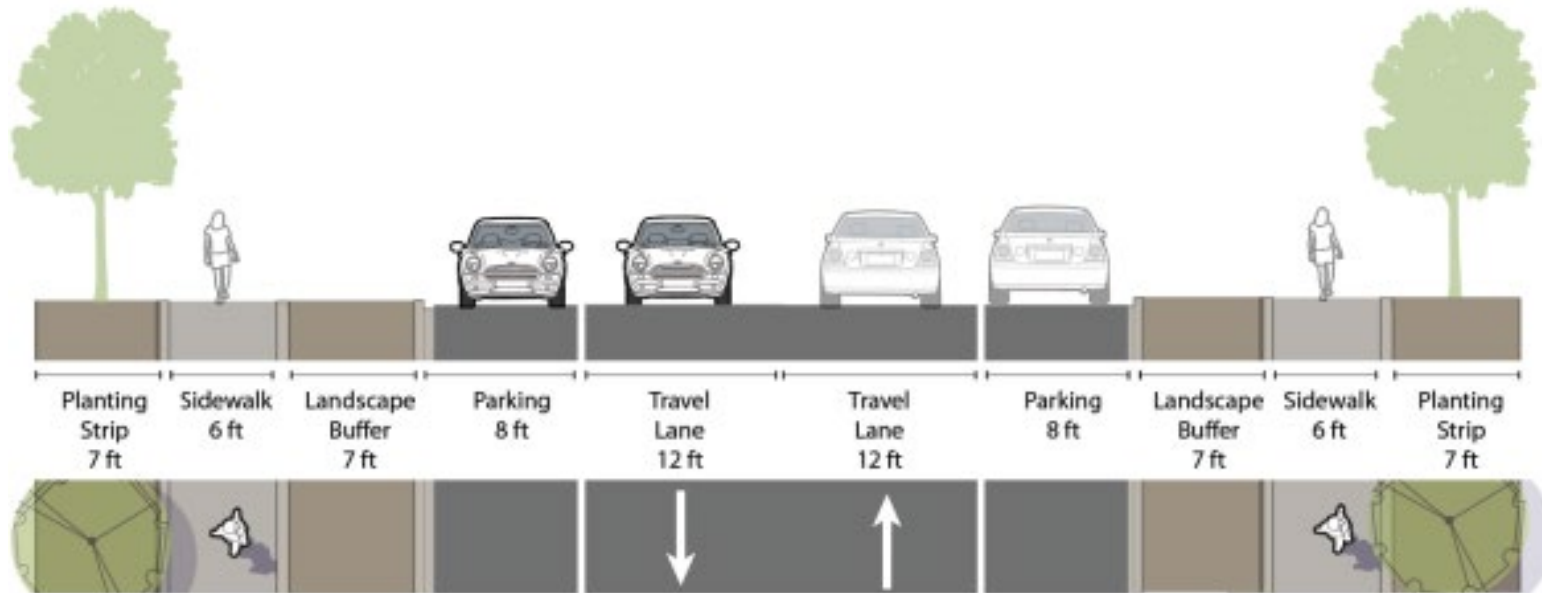


Corridor Concept – Rhinehart Drive



Corridor Concept Draft

RHINEHART DRIVE | FACING NORTH



- Assume existing 80' right-of-way
- 40' curb-to-curb with parking allowed on each side of the street
- Currently no sidewalks on either side of the street,
- Add a sidewalk to each side
- Consider implementing temporary on-street shared use path on one side to evaluate potential impacts before building shared use path behind the curb

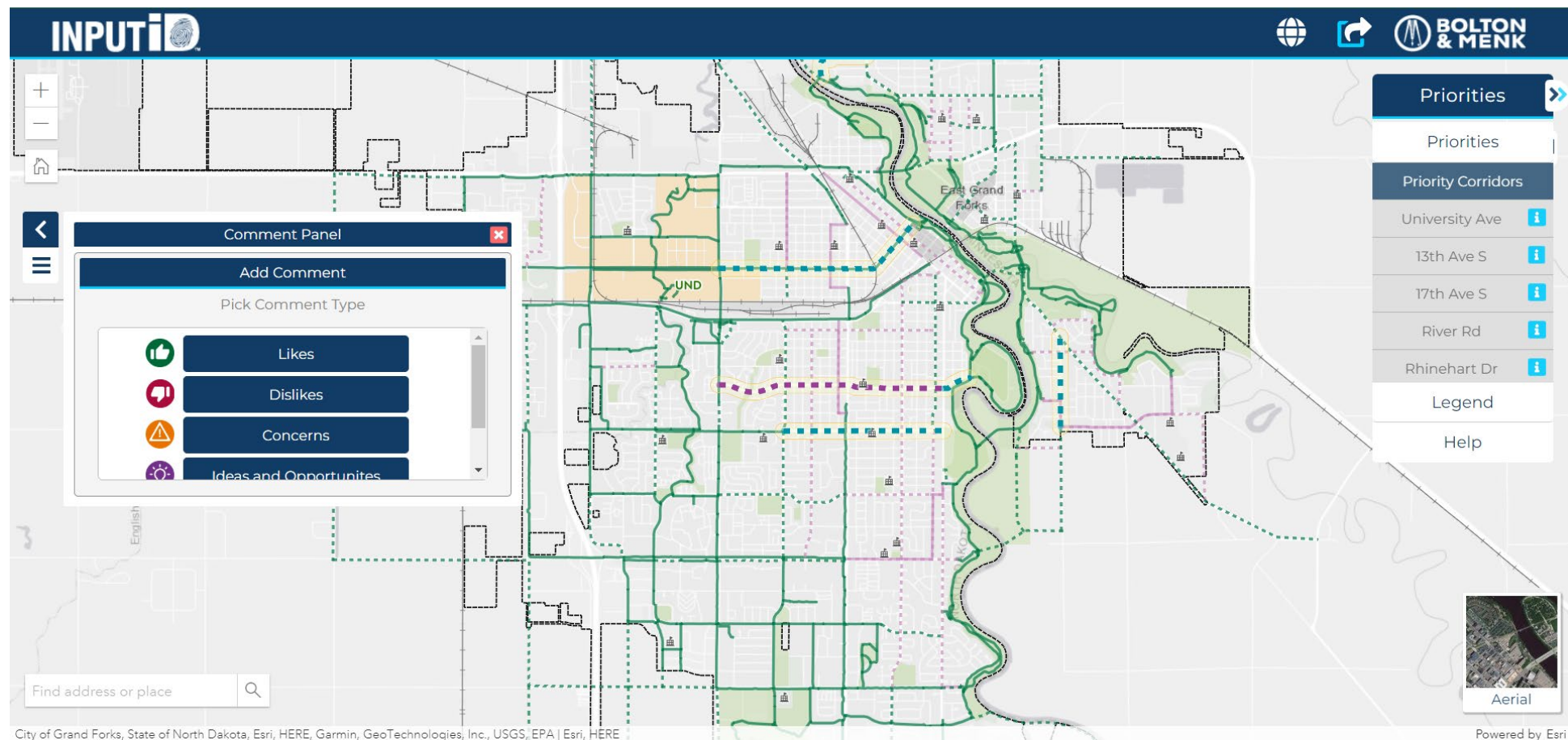


VISION

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

Later 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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