



Summary of Engagement

2023 Grand Forks – East Grand Forks Bicycle & Pedestrian Element Update

Grand Forks-East Grand Forks Metropolitan Planning Organization
DRAFT – January 2023



Real People. Real Solutions.

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I. Introduction

The Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) provides regional transportation planning services for the Grand Forks-East Grand Forks metropolitan area. The MPO implements the Transportation Improvement Plan (TIP), which provides substantial federal funding for transportation projects in Grand Forks and East Grand Forks. The MPO's planning efforts represent a consideration and prioritization of projects. Bicycle and pedestrian type projects – both those represented in the four-year TIP and longer-term aspirations – are identified in the MPO's Bicycle and Pedestrian Element, which is a component of the larger Metropolitan Transportation Plan.

The last Bicycle and Pedestrian Element was adopted in 2019. It set near- and long-term objectives to increase the number of walking and bicycle trips throughout the metropolitan area through a combination policies, programs, and infrastructure investment.

This memo provides a summary of the engagement of key stakeholders and the general public undertaken in the process of updating the Bicycle and Pedestrian Element. It is intended to function as a supplement to the final Bicycle and Pedestrian Element, providing detailed information on community involvement that shaped the update to the Element.

A. Study Area

Greater Grand Forks is in the Red River Valley, a flat glacial plain that serves as a geographic barrier between Minnesota and North Dakota (**Figure 1**). Routine river flooding and cold winters result in a unique set of challenges when planning for active transportation in the area. Greater Grand Forks has developed strategies to mitigate the impacts of regular flooding, including the Greenway, which was developed after the flood of 1997. The Greenway that resulted from enhanced flood protection following 1997, preserves large amounts of the floodplain, bordered by significant levees and flood structures, in addition to functioning as a linear park with over 20 miles of bicycle and pedestrian trails.

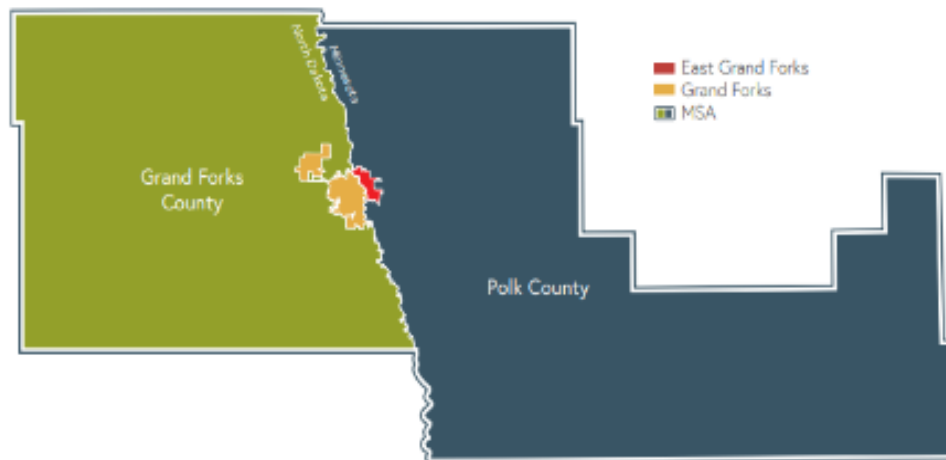


Figure 1. Grand Forks and East Grand Forks Metropolitan Area and Grand Forks ND-MN MSA

II. Summary of Community Engagement

Engagement with the community played a role in every phase of plan development. This engagement was primarily realized through two avenues: the formation of a bicycle and pedestrian advisory committee, and a multitude of digital and in-person opportunities for the public to provide feedback. These individual efforts are detailed below.

A. Project Steering Committee and Stakeholder Team

A bicycle and pedestrian advisory committee was formed, comprised of local planners, policy makers, governmental representatives, public health representatives, and bicycle and pedestrian advocates. It also included a group of citizens volunteers. This steering committee met several times throughout the development of the Element Update, providing feedback on materials developed throughout the Element Update in addition to assisting with promotion and execution of other community engagement events.

B. Open Houses

To collect feedback and suggestions from the public, the project team organized two public open houses, held in June and November 2022. Both public open houses were held in the East Grand Forks City Hall Rotunda. At both open houses, members of the public were presented with multiple interactive posters, as well as surveys, comment cards, and maps of suggested improvements.

The open houses saw dozens of members of the community show up and provide feedback on the future of walking and biking in Greater Grand Forks. The first open house was focused on goals and vision identification. The second open house was focused on determining where investments should be prioritized:

1. Open House Results

Data collection efforts at the first open house were focused on gathering community feedback for the development of goals, objectives, and priorities. Community members were given the opportunity to provide feedback on project vision, goals, and priorities. Three major themes emerged from the discussion with community members at Open House One:

- Community members stated that there need to be improvements to the general safety of walking and biking in Greater Grand Forks, and that investments should focus on facilities that fully separate bicyclists and pedestrians from automobiles.
- Community members had concerns about how on-street bike facilities would integrate within the existing roadway system. Community members wanted a clear plan on how the expansion of on-street bicycle facilities would be balanced against the existing needs for street parking, snow storage, and large vehicles.
- Community members expressed a desire for a fiscally responsible implementation of improving bicycle and pedestrian infrastructure while not reducing investment into roadway maintenance and improvement.

The second Open House focused on determining where investments should be prioritized and determining which projects should be developed into planning level concepts. This was also the debut of the recommended improvements map developed by the project team and served an opportunity to ground truth the recommended network versus the needs of the walking and biking constituency of Grand Forks and East Grand Forks. Most discussion at the second open house concerned the network recommendations, and potential prioritization of network implementation.

Major themes from the second open house are as follows:

- Community members prefer that low-cost high-impact projects be pursued first. Expanding access to the existing low-stress bicycle network and filling sidewalk gaps will both improve conditions and build public support for further investment.
- Planning of the bicycle and pedestrian network should integrate into future development in Greater Grand Forks, and provide easy linkages to the existing network.
- Increasing low-stress connections between Grand Forks and East Grand Forks should be prioritized, in addition to increasing connections to industrial parks in both communities.

C. Surveys

Two online question and answer surveys were administered for this update to the Bicycle and Pedestrian Element. The surveys were paired with the open houses. The first was available for response starting July 1st and concluding July 22nd, 2022. The second was available from November 10th to December 9th, 2022. More than 370 people completed the surveys, and there were an addition 126 partial responses to the surveys. Detailed survey responses for Survey One and Survey Two are included in Appendix A and Appendix B respectively.

Through the survey, respondents indicated how frequently they walked and bicycled. Respondents also expressed how comfortable they felt while walking and biking in Greater Grand Forks and were given an opportunity to identify improvements in for walking and biking safety in the region. Additionally, surveys were used to gather feedback on project vision, goals, and objectives, as well as identify priorities for investment in non-motorized infrastructure.

1. Resident Preference for Biking and Walking in Greater Grand Forks

Overall, survey responses indicated that people in Greater Grand Forks walk and bike for both recreation and utility. To make the region a more comfortable and safer place to walk and bicycle, respondents strongly called for more sidewalks, dedicated bicycle transportation facilities and greenways. Respondents also see improving the safety of pedestrians and cyclists as a high priority in the region. Nearly 80% of all survey respondents stated that the most important feature of a biking and walking network is that it would give more opportunities to engage in physical activity.

2. Residents of Greater Grand Forks Regularly Walk and Bike

80 percent of survey respondents stated that they walk for recreation daily or at least once a week. Rates of cycling are slightly lower, with 69 percent riding a bike daily or weekly. Only seven percent of respondents stated that they walk for utility or recreation less than once per year, and around 17 percent said they ride a bike one or fewer times per year. When asked to state what keeps them from walking and biking more, most said a lack of connected trails or sidewalks, weather and climate, as well as aggressive motorists and unleashed dogs.

3. Residents of Grand Forks and East Grand Forks Want to Build off Existing Investments

In both surveys, residents stated a preference for investment that expands upon the existing network of low-stress shared use paths, versus spot improvements or unconnected infrastructure investments. Most residents of Greater Grand Forks ride and walk for recreation, and prefer investments that link them to existing trails and resources versus on-street facilities that would connect to employment and services.

III. Community Bicycle Audit

On June 30th, the project team organized and conducted a community bike audit to collect first-hand data on the regional bicycle system. The audit was open to all members of the public and included fifteen attendees representing a variety of skill levels from experienced to recreational to novice riders. The audit route (**Figure 3**) was nine miles in length, and it was designed to broadly sample many of the roadway types a typical cyclist may experience in the Grand Forks area: shared use paths along arterials, low volume minor arterial and collector roads, the Greenway, and others.

The audit was broken into five segments, with stop coordinated to allow participants to give feedback to project staff on key areas of need, desired amenities, confusion regarding rules of the road, and other potential barriers to cycling in Grand Forks.



Figure 2. Public Bike Audit Attendees

A. Results

Key takeaways from the audit and subsequent discussions with the group are as follows:

Pavement Conditions – Audit participants expressed that poor pavement conditions frequently influenced route selection. Low pavement quality was given as a reason that more appealing routes (i.e., direct routes with little automobile traffic) were considered untenable (**Figure 4**). During the audit ride itself, ride leaders and participants noted that the road surface condition was noticeably worse in the bike travel lanes versus the vehicles travel lanes on University Avenue east of the University of North Dakota campus.

Bridge Amenities – Most major bridges throughout the metropolitan area are challenging for cyclists, either due to a lack of facilities or narrow facilities that do not provide adequate buffering between cyclists and automobile traffic.

Rules of the Road – Members of the audit group expressed that there was a lack of understanding regarding the rules of the road regarding interactions between cyclists and motorists. Members of the audit said that they think that this could be addressed with reoccurring education opportunities (i.e., education campaigns, public service announcements, bike rodeos).

East-West Connector – During the course of the audit ride and discussion, participants expressed that there was no clear east-west bike connector route between the densely populated parts of Grand Forks around 17th Avenue, the Greenway, and other bike routes. 17th Avenue was part of the audit. The group felt it the road was comfortable for cycling east of Washington Street and less comfortable west of Washington Street.

Railroad Crossings – Several members on the audit tour expressed discomfort crossing the railroad tracks at any location other than Downtown Grand Forks or 42nd Street. Additionally, there are limited options for crossing the Demers Avenue switching yard, creating a very large gap in the system. The most direct crossings, Columbia Road and Washington Street, have features that render them undesirable to all but the most confident of cyclists: The Columbia Road railroad

crossing is a covered pedestrian walkway with steep grades. Washington Street is a generally unattractive underpass with high traffic volumes, narrow shared facilities for cyclists and pedestrians, and is difficult to ride along due to dense public and private access along Washington.

Areas of Discomfort – The audit group felt uncomfortable crossing major arterials and generally avoided biking along arterial routes, such as Washington Street, Gateway Drive and US Highway 2 in East Grand Forks. Signalized intersections with queued vehicles do not provide space for bicyclists, notably the intersections at 17th Avenue South and South Washington Street and 17th Avenue South and South Columbia Road were both discussed as uncomfortable with audit participants.

Signage and Control – the group felt there were multiple areas where better signage would be beneficial to direct riders to safer crossings and better amenities. There were also a number of locations where improved control was desired, such as the DeMers Avenue and Columbia Road ramps.

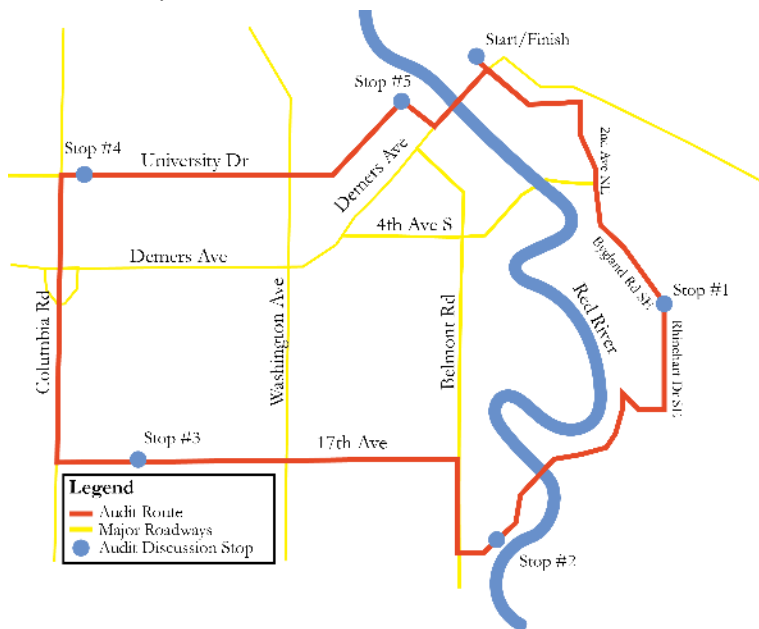


Figure 3. Bike Audit Ride Route



Figure 4. Poor pavement quality has a significant impact on rider comfort

IV. Online Comment Map

A mobile-friendly online mapping software, INPUTiD, was used to allow members of the public to leave feedback on an interactive map of Greater Grand Forks existing and recommended pedestrian and bicycle network. Users can leave suggestions in the form of likes, dislikes, concerns, ideas and opportunities, or others, and respond to feedback left by other users. The project team issued two maps, paired with the content of the open houses.

Visitors to the map were asked to place points on the map using five different categories:

- Likes
- Dislikes
- Concerns
- Ideas & Opportunities
- Other

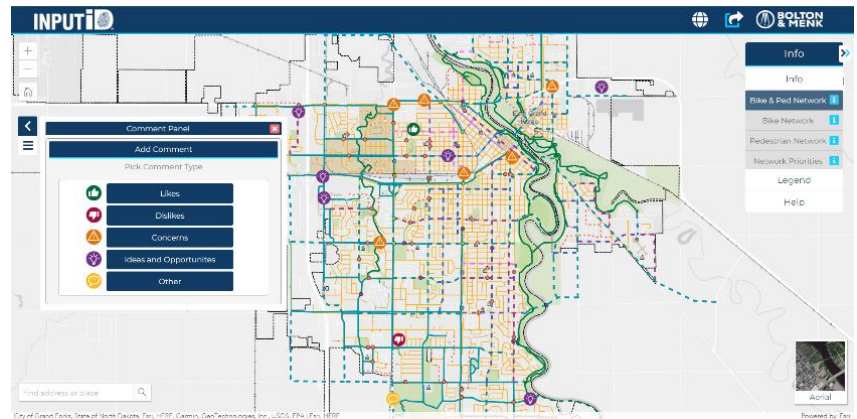


Figure 5. INPUTiD Map Interface

The community left over 153 unique comments on the first public INPUTiD map, and 15 comments on the second INPUTiD Map. Common themes of public input included a greater need for safe means to cross the Red River, more east-west connectivity, and spot fixes for dangerous intersections.

The community responded to this opportunity by tagging 70 locations with guidance on how to expand or address deficiencies in the bicycle and pedestrian network. They left 72 comments on areas of concern in Grand Forks and East Grand Forks.

The second community mapping effort focused on gathering feedback on a draft of the network recommendations map developed by the project team. This map received 15 comments from the public, mostly in support of the recommended infrastructure, in addition to feedback on gaps within the recommended network.

A. Interactive Map Summary

The Greater Grand Forks community responded in earnest to both opportunities to give feedback on via the online interactive map. Key themes from the mapping opportunities are as follows:

1. INPUTiD 1 Summary

INPUTiD allows users to leave feedback “geotagged” to specific locations in the Grand Forks and East Grand Forks under four general headers: “Ideas & Opportunities”, “Dislikes”, “Concerns”, and “Other.” The first iteration of the INPUTiD data collection effort use the same map and data for two concurrent data collection campaigns from the project steering committee and the general public. The steering committee was comprised of local bicycle and pedestrian advocates, and thus might not reflect the needs and desires of the typical citizen of Greater Grand Forks. Separating the feedback of the two groups allowed the project team to draw distinctions between the priorities of bicycle and pedestrian advocates from the general public. During the three weeks the public INPUTiD resource was open, it garnered a total of 81 responses. The steering committee was able to leave comments on the project INPUTiD page from June 14th to July 1st. During this time, the steering committee left 96 comments. A brief summary of comments by type is included in Table 1 below.

Table 1. INPUTiD 1 Summary of Feedback by Type								
Source	Ideas & Opportunities		Dislikes		Concerns		Other	
	Total Comments	Percent	Total Comments	Percent	Total Comments	Percent	Total Comments	Percent
Project Website	28	34%	8	10%	36	44%	9	11%
Steering Committee	42	44%	9	9%	36	38%	9	9%
Total	70		17		72		18	

Key themes from the first round of data collection via INPUTiD include:

- Better connectivity, signage, and pedestrian infrastructure along Gateway Drive
- Make and enhance connections to multi use trail to State Parks
- Address ADA accessibility issues with existing sidewalks in Grand Forks and East Grand Forks
- Better connectivity along 62nd Avenue South
- Bike and pedestrian bridge and sidewalks over and along Washington Avenue
- Missing sidewalks are a pedestrian hazard at South 42nd Street

Generally speaking, the issues, opportunities, concerns, and other comments made by the members of the steering committee were very similar to the general public.

2. INPUTiD 2 Summary

The second community mapping effort debuted the draft map of recommended network improvements created by the project team. The draft recommendations map was created through a combination of an analysis of previous plans, the need and demand analysis detailed in the existing conditions technical memorandum, and a network analysis. INPUTiD was used to ground truth the recommendations with the needs of the community. This map received 15 comments from the public, mostly in support of the recommended infrastructure, in addition to feedback on gaps within the recommended network.

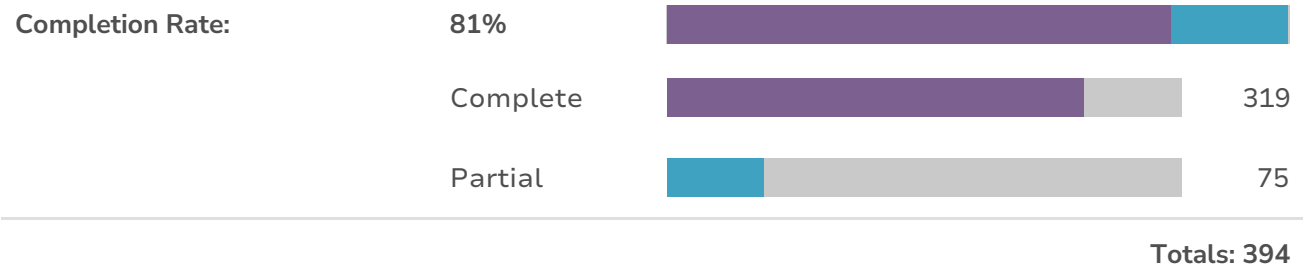
Key themes from the second round of data collection via INPUTiD include:

- Future investments that connect Grand Forks and East Grand Forks, such as improvements to bridges and new connections over the Red River, should be prioritized.
- The network should include connections between the Greenway and major employment centers like the East Grand Forks Industrial Park.
- Investment in bicycle and pedestrian facilities should be paired with increased investment in operations and maintenance.

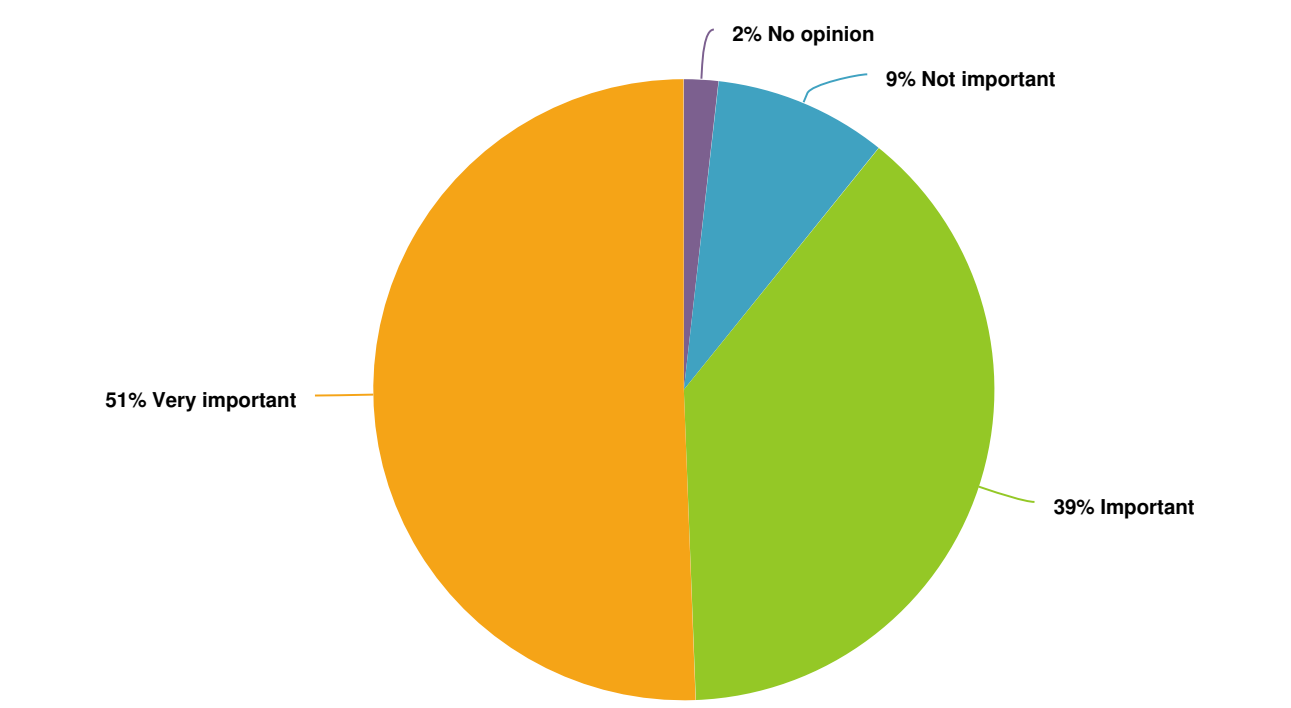
Appendix A: Detailed Public Input Survey One Results

Report for Grand Forks Bicycle and Pedestrian Update Survey #1

Response Counts



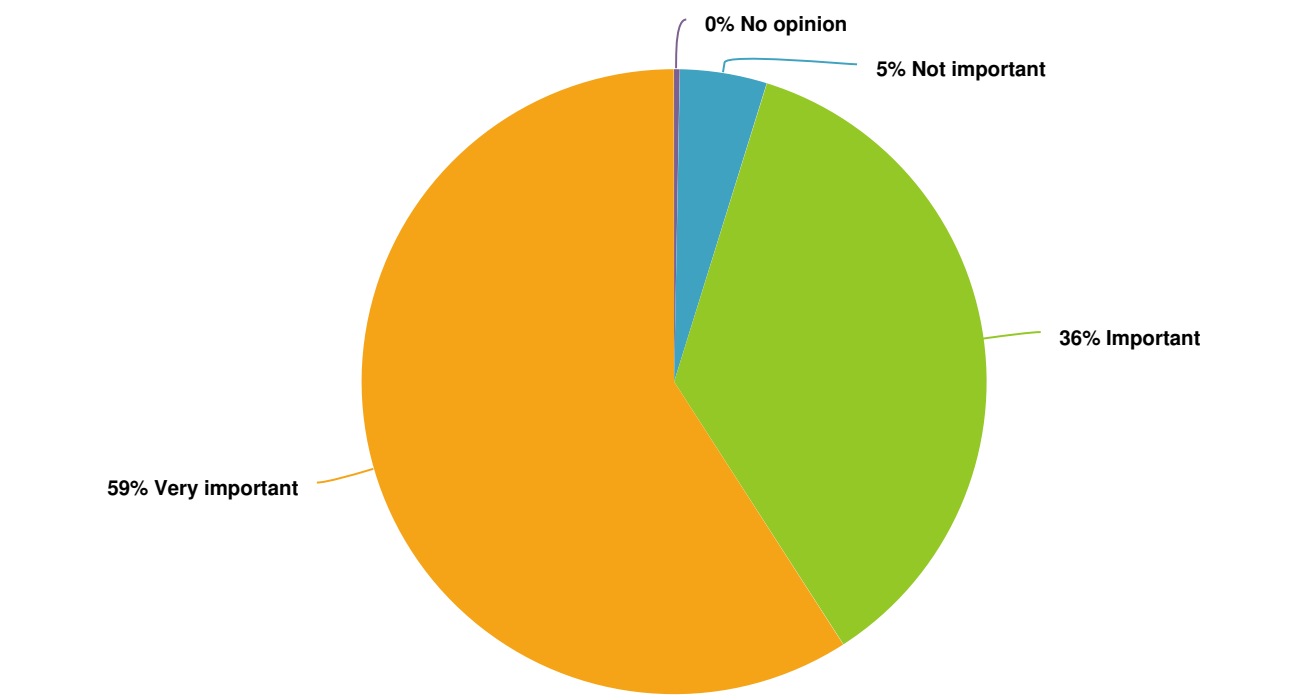
1. How important is being able to comfortably bike or walk when choosing where to live or work?



Value		Percent	Responses
No opinion	<div><div></div></div>	1.8%	6
Not important	<div><div></div></div>	9.0%	30
Important	<div><div></div></div>	38.6%	128
Very important	<div><div></div></div>	50.6%	168

Totals: 332

2. How important is it for city, county, and regional governments to invest in bicycle and pedestrian systems?



Value		Percent	Responses
No opinion	<div></div>	0.3%	1
Not important	<div></div>	4.5%	15
Important	<div></div>	36.1%	119
Very important	<div></div>	59.1%	195
Totals: 330			

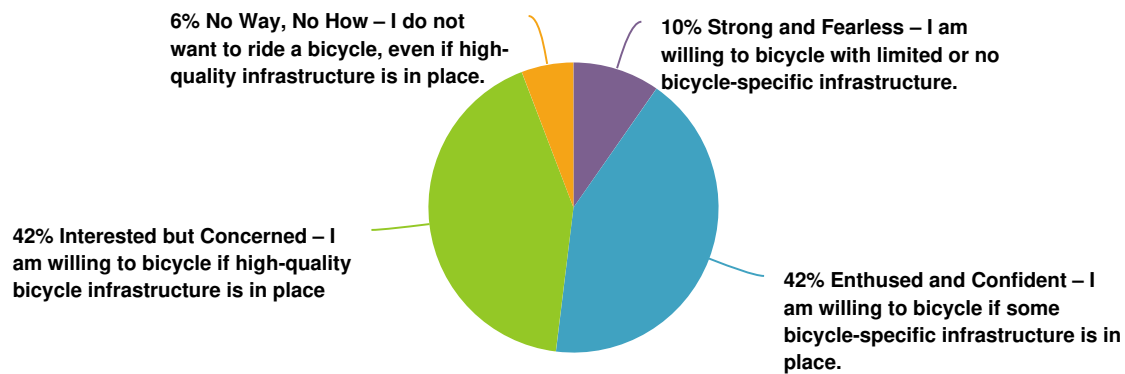
3. How often do you walk or bike to make trips between home and work, school, or to run an errand?





	At least once a day	At least once a week	At least once a month	At least once a year	Never	Responses
Biking Count Row %	44 13.3%	108 32.7%	58 17.6%	48 14.5%	72 21.8%	330
Walking Count Row %	65 20.1%	103 31.8%	53 16.4%	43 13.3%	60 18.5%	324
Totals Total Responses						330

4. How often do you walk or bike for social reasons, recreation, or exercise?

	At least once a day	At least once a week	At least once a month	At least once a year	Never	Responses
Biking Count Row %	76 23.2%	143 43.6%	46 14.0%	23 7.0%	40 12.2%	328
Walking Count Row %	139 42.8%	131 40.3%	34 10.5%	10 3.1%	11 3.4%	325
Totals Total Responses						328

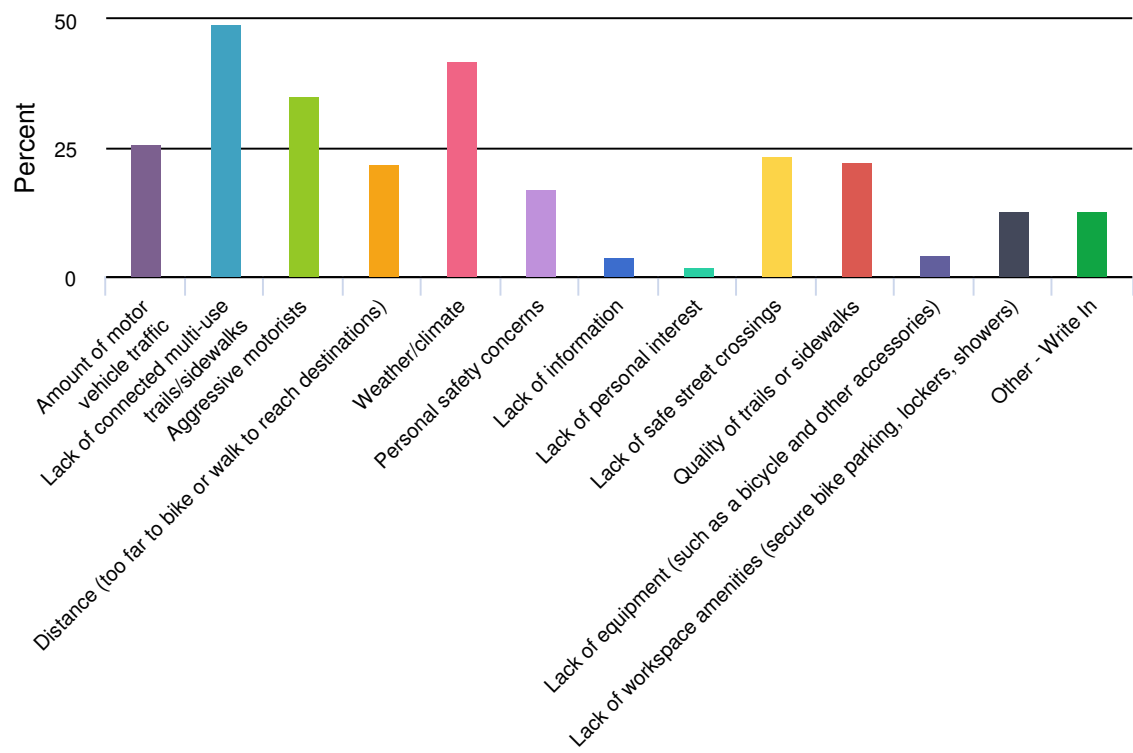
5. What is your level of comfort when cycling in Grand Forks/East Grand Forks?
















Value		Percent	Responses
Strong and Fearless – I am willing to bicycle with limited or no bicycle-specific infrastructure.		9.7%	32
Enthusied and Confident – I am willing to bicycle if some bicycle-specific infrastructure is in place.		42.2%	139
Interested but Concerned – I am willing to bicycle if high-quality bicycle infrastructure is in place		42.2%	139
No Way, No How – I do not want to ride a bicycle, even if high-quality infrastructure is in place.		5.8%	19

Totals: 329

6. What are some things you find discouraging for bicycling or walking in Grand Forks/North Grand Forks? (Choose 3)



Value		Percent	Responses
Amount of motor vehicle traffic		25.8%	85
Lack of connected multi-use trails/sidewalks		49.4%	163
Aggressive motorists		35.2%	116
Distance (too far to bike or walk to reach destinations)		21.8%	72
Weather/climate		42.1%	139
Personal safety concerns		17.0%	56
Lack of information		3.9%	13
Lack of personal interest		1.8%	6
Lack of safe street crossings		23.3%	77
Quality of trails or sidewalks		22.4%	74
Lack of equipment (such as a bicycle and other accessories)		4.2%	14
Lack of workspace amenities (secure bike parking, lockers, showers)		13.0%	43
Other - Write In		13.0%	43

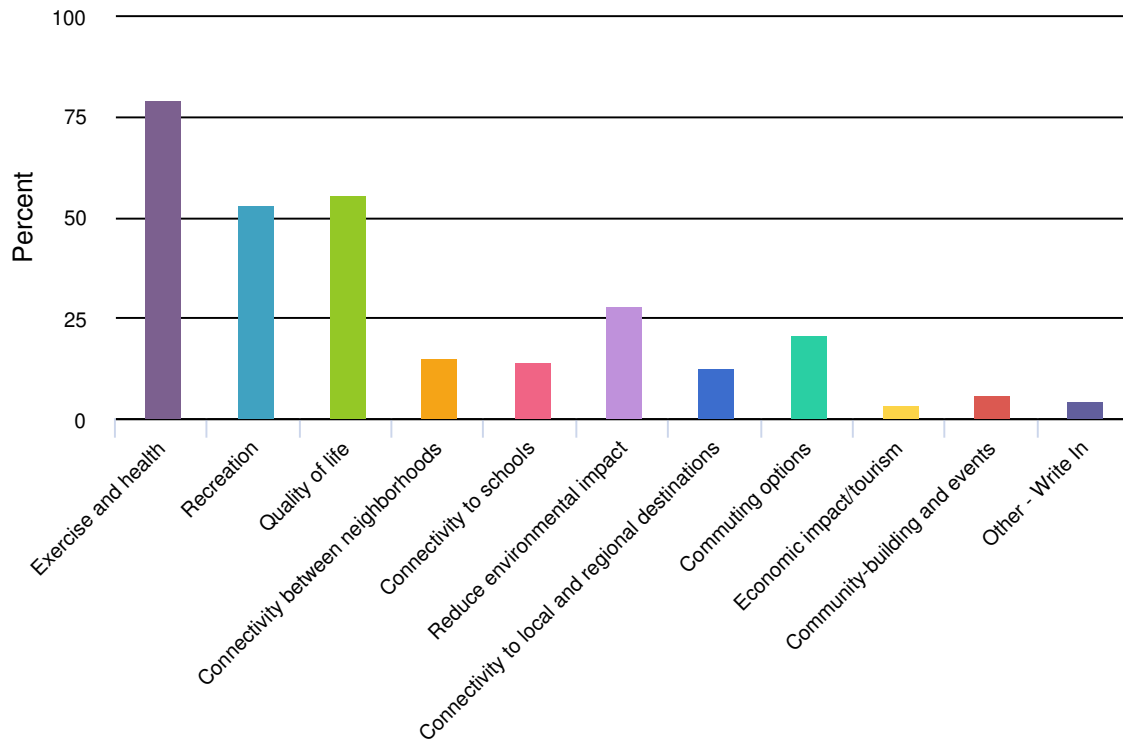
Other - Write In	Count
Areas where the bike/walking path sits below the ground level so everytime it rains they are sitting under water. Maybe if a trench of some sort to pull the water away from the path would help.	1
Bicycle theft	1
Bicyclists and people walking on the damn road instead of sidewalks and they never follow the same rules cars have to follow like stop signs and lights or they block traffic because they're in center of road. If they have to be on road they should follow road rules or stay on sidewalk	1
Crime involving stolen bikes discourages me from securing my bike around town, therefore I usually drive.	1
Depend on handicapped scooter	1
Totals	43












Other - Write In	Count
Distracted driver looking at cell cams within a couple feet of hitting me while walking dogs. Turned right in front of me. Also have issue with unleashed dogs on sidewalks and greenway. Thanks for asking!	1
Flood season.	1
Greenway should have signage informing Pedestrians to keep dogs on leash and to stay on the right side of the path. Pedestrians on Greenway make biking very dangerous currently.	1
Have to cross Columbia or S. Washington to get to Sertoma or the Greenway. Would be nice to have a walking bridge on 13th Ave. South	1
I have no complaints with GF trails	1
I use the Greenway trails frequently for walking and find it frustrating that bicyclists are often rude and aggressive. They NEVER indicate they are coming up behind me, they disregard stop signs and I find myself constantly looking over my shoulder just to make sure one isn't racing up behind me.	1
I walk my dog on a leash and bikes rush by with no alert and time to contain my dog. Fear for my dog's safety. So many bikes I can't have a relaxing stroll with my leashed dog. I would like to see a separate walkway for bike riders away from walkers on our wonderful Greenway, please. It helps when trails near river are mowed to get away from bikes. Please mow these this year now that the river has been down for many weeks. Thank you for this survey. .	1
I would rather face traffic so I can see what drivers are doing. Too many close calls biking with traffic.	1
Lack of park benches for resting	1
Lack of protected bike lanes	1
Lack of quiet, natural places to walk that on the south end of town	1
Lack of sidewalk maintenance and upkeep, many flood in springtime and become covered/inaccessable by plows in winter.	1
Lack of time	1
Lighting	1
Limited parks and trails on west side of interstate and north side of city in general.	1
Live Rural, inconvenient	1
Totals	43

Other - Write In	Count
Lots of mosquitos and need more lighting	1
Low-hanging branches over sidewalks	1
Not having the option for scooters	1
Off-leash Dogs!	1
Quality of streets is too poor for road bikes	1
Safe bike lane for University Avenue	1
Safe place to cross busy streets like S. Washington & Demers Ave.	1
Severe lack of street space for bicycles, including protected and unprotected bike lanes.	1
Sidewalks not wide enough. Not enough Bike Racks in Downtown and where people gather for work, school & shopping.	1
The Greenway should be open 24-7	1
The Greenway should be open 24/7	1
The conditions of the roads	1
The greenway is good but it doesn't connect to anywhere in town. The bike "lanes" in town have no lines or other physical separation from car lane and car parking takes up a lot of that space anyway	1
The lack of bike lanes in Grand Forks. I don't like riding the sidewalks and the traffic here has no respect for biking in the roadways.	1
The speed at which some people want to bike on the greenway is too fast for an integrated pedestrian/bike path. If bikes are going to be allowed to go that fast the paths should be widened and have a designated bike lane and pedestrian lane.	1
There isn't any, there are sidewalks everywhere. This is dumb.	1
Too many people using main streets to walk or bike	1
We lack protected bike lanes on University Ave and Demers.	1
Would like to be able to bike facing traffic	1
bike theft, lack of safe options for the bike	1
Totals	43

Other - Write In	Count
need more lighting	1
rough roadways	1
Totals	43

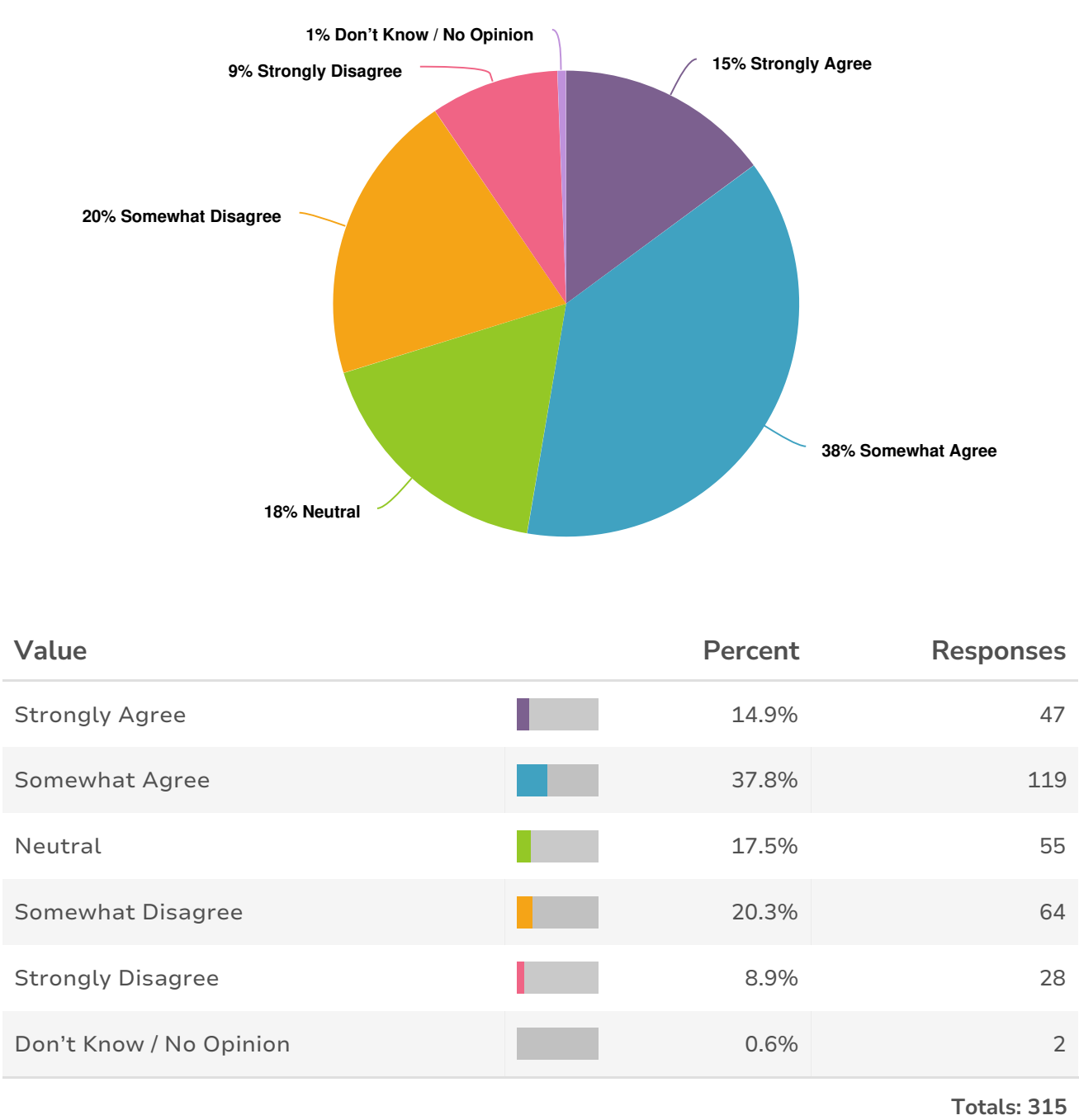
7. In your opinion, what are the most important benefits and uses of a bicycle and pedestrian system? (Choose 3)



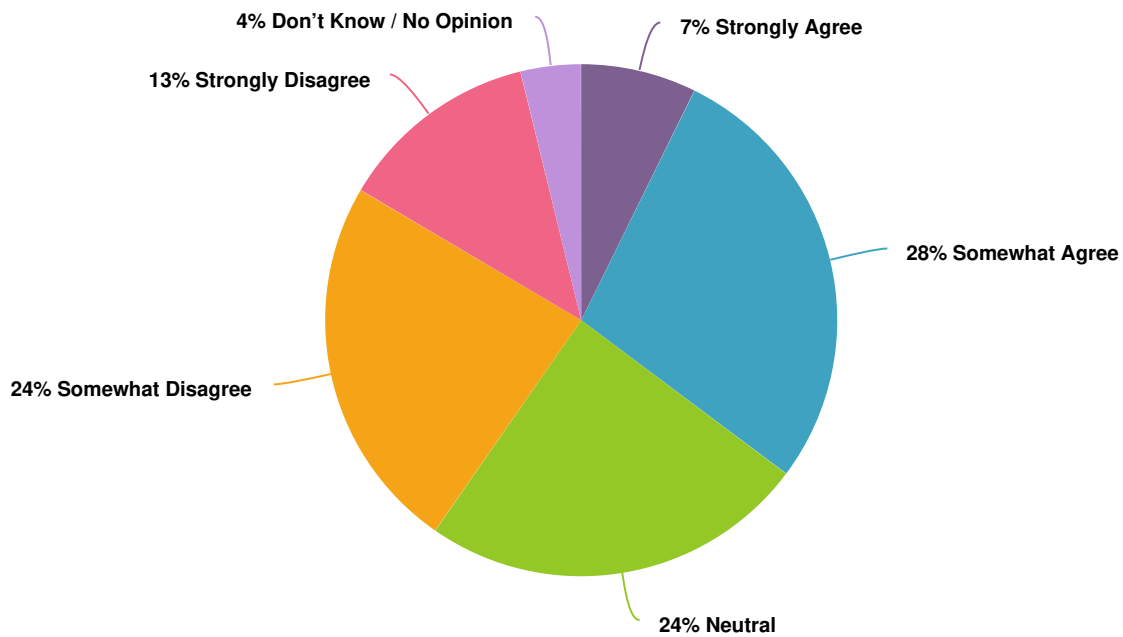
Value		Percent	Responses
Exercise and health		79.4%	262
Recreation		53.0%	175
Quality of life		55.5%	183
Connectivity between neighborhoods		15.2%	50
Connectivity to schools		13.9%	46
Reduce environmental impact		28.2%	93
Connectivity to local and regional destinations		12.4%	41
Commuting options		20.6%	68
Economic impact/tourism		3.3%	11
Community-building and events		5.8%	19
Other - Write In		4.2%	14







Other - Write In	Count
Able to see nature, trees and animals	1
Accessibility to low-income residents	1
Biking is a fine method for folks who aren't eligible for a driver's license. 99.44% of "Transportation" in this town is via motor vehicle. Therefore, 99.44% of all funding, and 99.44% of prioritization should be to FACILITATE AND SPEED MOTOR VEHICLE TRAFFIC. STOP MAKING THINGS WORSE THAN THEY ALREADY ARE.	1
Cheaper and more accessible than motorized vehicles	1
Connection to nature. Love to see deer on walks on greenway and birds! Peace and quiet are precious along greenway.	1
Get bikers and walkers off narrow streets	1
Getting out of the house and away from social media	1
Hardly anyone bikes or walks to work unless they live and work downtown. Everything else is too spread out	1
I use it in the winter months for Cross Country Skiing a lot.	1
Safely getting around town	1
Saves money. Less gas used, less car maintenance needed, less stress on roads=less road construction	1
Supports people who aren't able to drive	1
There are no benefits to additional bicycling or walking options. We already have too much infrastructure devoted to these things.	1
save gas	1
Totals	14

8. My community is a good place to bike or walk for people of all ages and abilities.



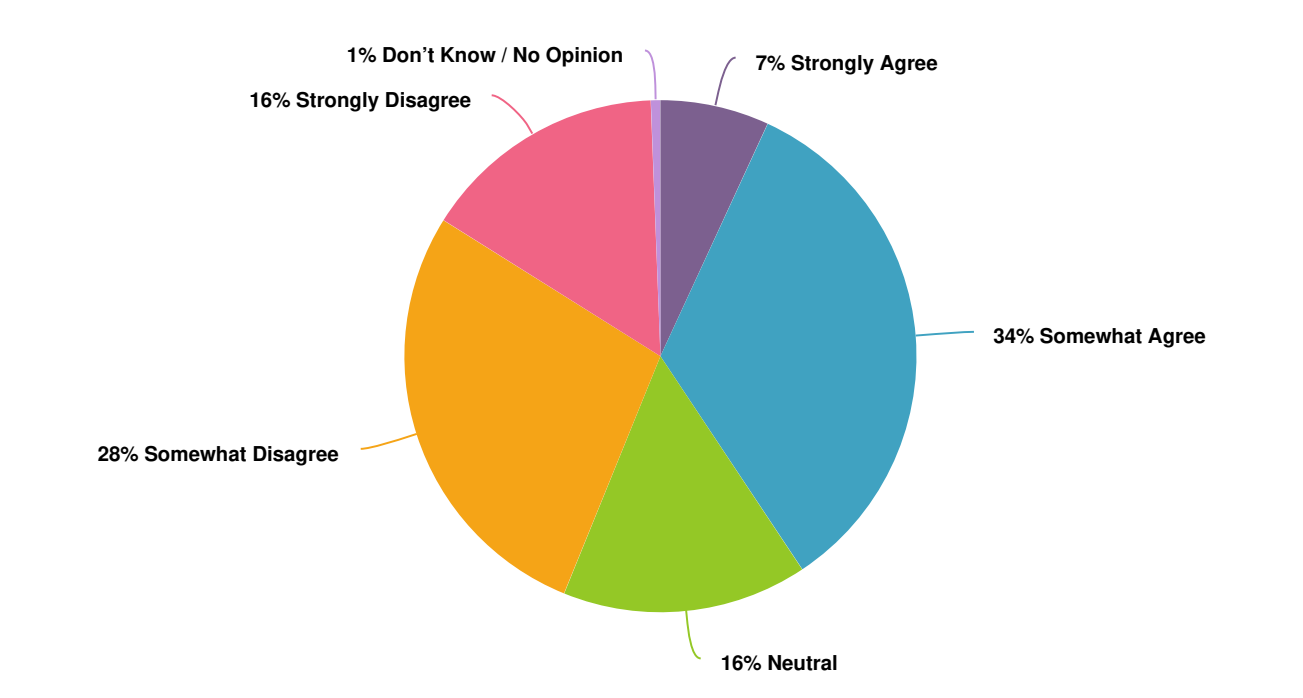
9. I am satisfied with the convenience and quality of bicycle facilities in my community.



Value		Percent	Responses
Strongly Agree		7.3%	23
Somewhat Agree		27.9%	88
Neutral		24.4%	77
Somewhat Disagree		23.8%	75
Strongly Disagree		12.7%	40
Don't Know / No Opinion		3.8%	12

Totals: 315

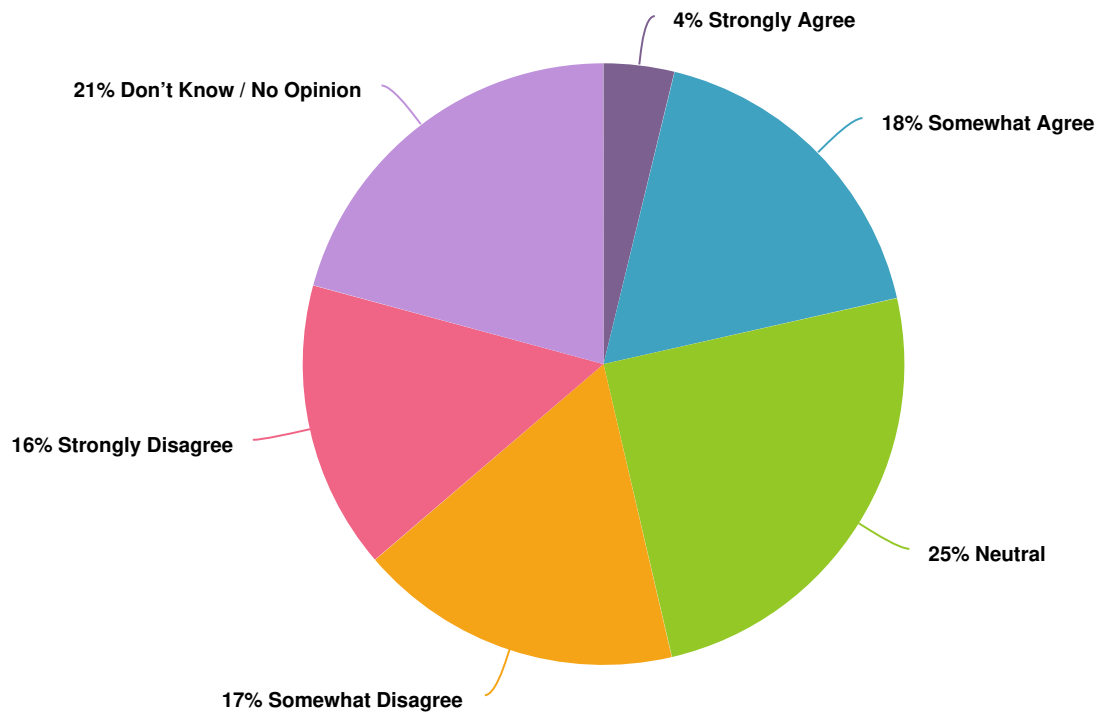
10. I am satisfied with the convenience and quality of sidewalks in my community.



Value		Percent	Responses
Strongly Agree	<div><div></div></div>	6.9%	22
Somewhat Agree	<div><div></div></div>	33.8%	107
Neutral	<div><div></div></div>	15.5%	49
Somewhat Disagree	<div><div></div></div>	27.8%	88
Strongly Disagree	<div><div></div></div>	15.5%	49
Don't Know / No Opinion	<div><div></div></div>	0.6%	2

Totals: 317

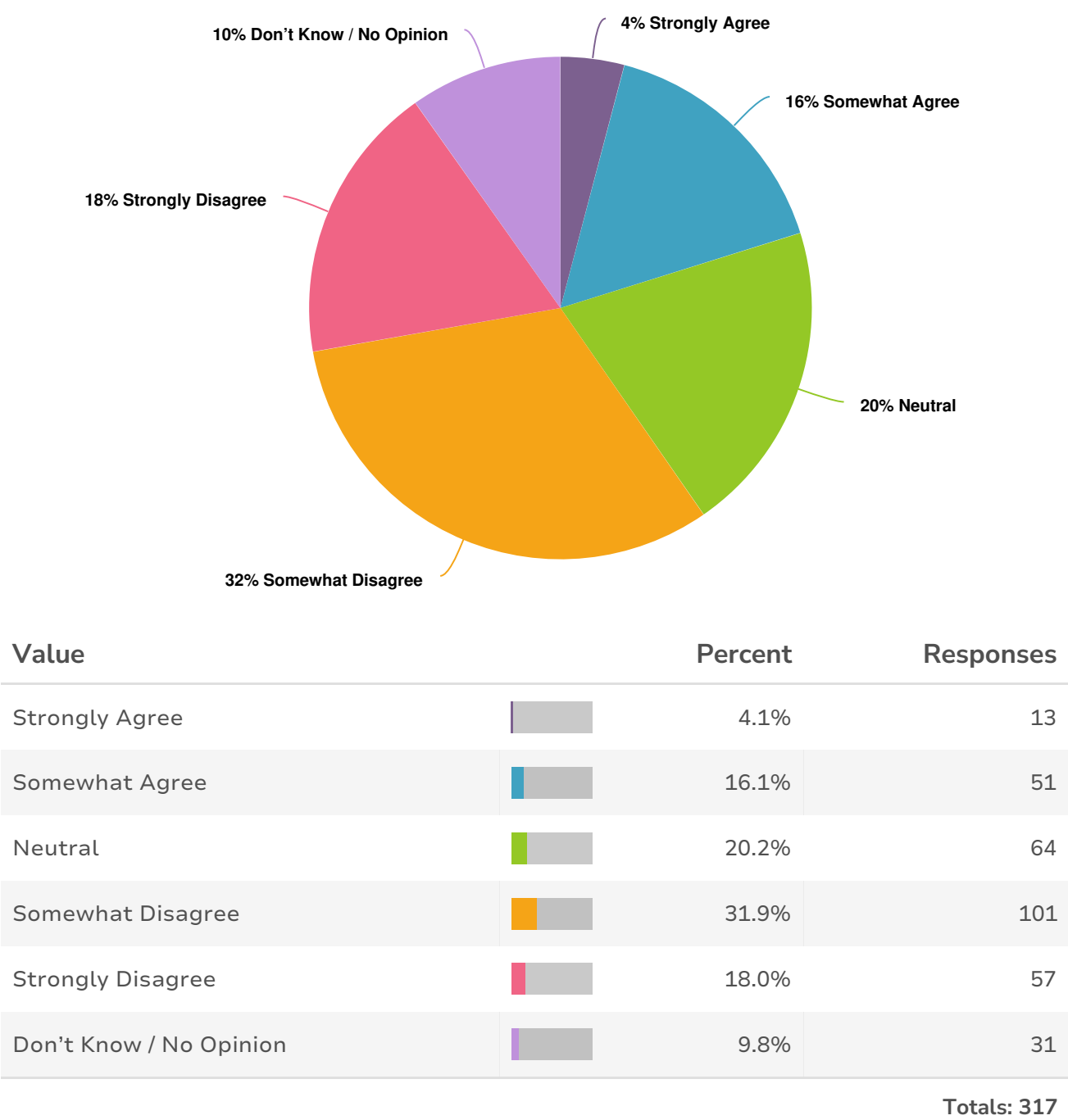
11. I am satisfied with my options to combine public transportation with walking or bicycling for my trips.



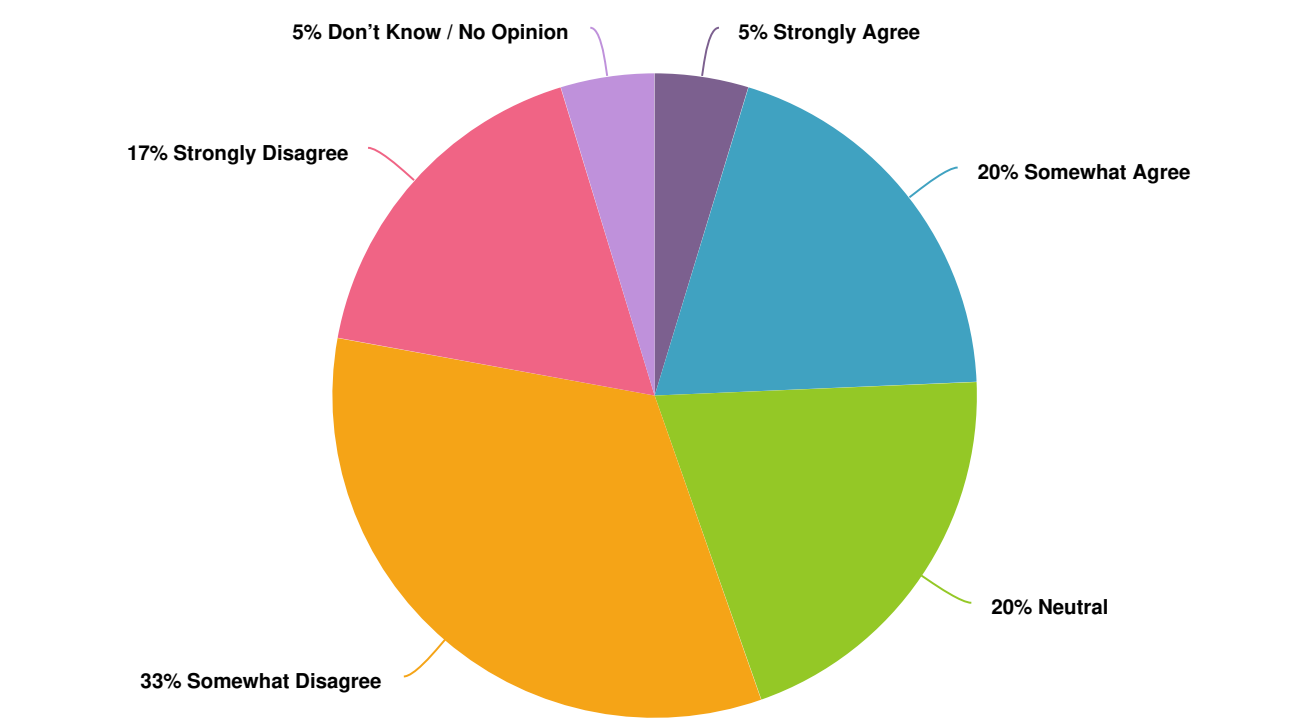
Value		Percent	Responses
Strongly Agree	<div><div></div></div>	3.8%	12
Somewhat Agree	<div><div></div></div>	17.7%	56
Neutral	<div><div></div></div>	24.9%	79
Somewhat Disagree	<div><div></div></div>	17.4%	55
Strongly Disagree	<div><div></div></div>	15.5%	49
Don't Know / No Opinion	<div><div></div></div>	20.8%	66

Totals: 317

12. I am satisfied with the availability, convenience and quality of bicycle parking throughout the community.



13. Signage in the community clearly directs me where I need to go on the bicycle and pedestrian system.



Value		Percent	Responses
Strongly Agree	<div><div></div></div>	4.7%	15
Somewhat Agree	<div><div></div></div>	19.6%	62
Neutral	<div><div></div></div>	20.3%	64
Somewhat Disagree	<div><div></div></div>	33.2%	105
Strongly Disagree	<div><div></div></div>	17.4%	55
Don't Know / No Opinion	<div><div></div></div>	4.7%	15

Totals: 316

14. Do you have any other ideas or concerns you would like us to know about? Please let us know in the comment box below:

ResponseID	Response
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7	most neighborhood streets are high quality facilities for biking yet the question you asked would make one only think of sidepaths. Recognize and embrace street bicycling and put a network in place to inform how to get around. Eliminate the gaps, make bike gaps the priority instead of fringe sidepaths. Connect the community. make sidewalk repair and replace a priority. Add better street lighting. replace removed crosswalks, especially on S Washington Don't have people have to cross only at signals, too far. Slow down speeding with traffic calming.
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8	Please consider safe options for e-bikes and e-scooters. These are good options to replace cars spring through autumn.
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12	Better paths and connectivity to EGF. Especially in the Lafave park boat launch area.
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16	Please don't waste money to inconvenience motorists further. Downtown is already too restrictive to automobile traffic. Those of us who are contributing to the economy must be given higher priority than citizens with excess leisure time.
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17	Most sidewalks in the community remain covered with snow in the winter, which discourage walkers and bicyclists who would otherwise use them. Please do something about this.
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23	I walk the greenway on occasion. I have nearly been hit by fast, aggressive bicyclists a few times. I'm older and my hearing is not the best. I have had one who physically clipped me going by. He/She never stopped to see if they hurt me. Most bicyclists are good, but the ones I'm concerned about are the serious ones moving very fast to meet some goal. I would like to see a back path through the Sherlock Park going along fourth street either through the park or campground next to the street and going under the overpass.
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ResponseID Response

- 25 DO NOT spend motor-vehicle fuel tax money on WASTEFUL, USELESS crap like this. Motor Vehicle Fuel Tax money should ONLY be spent when motor vehicle owners/operators are directly benefitted. DO NOT waste taxpayer money on bicycle-sharing projects. Let private enterprise fund stupid stuff like that, or do without non-viable projects. STOP SCREWING-UP STREETS AND ROADWAYS for dirtbags who don't pay extra to support their infrastructure the way motor vehicle owners/operators fund infrastructure via the motor-vehicle fuel tax. END all "Bike lanes". They're a hazard to both cyclists and real traffic. They provide a false sense of security, and cause narrow, congested lanes for the folks who pay extra to build roads. REMOVE all "bump-outs" that don't save pedestrians a single step, but destroy REAL traffic flow. END all "Traffic Calming" and REMOVE the existing speed tables, Eurotrash Roundabouts, and any other impediment to motor vehicle progress.
- 26 Recent updates to Hwy 2 eliminated the shoulder option for bike riding to/from Turtle River State Park, which has become a significant limitation for biking in Grand Forks County. Solutions that connect trails with existing roads that provide safe riding options should be a consideration for all future roads projects.
- 27 Would like more off road trails for mountain biking. There is also a large market for a pump track to attract tourism and improve childrens confidence on a bike.
- 31 Please extend the Greenway South before more development occurs. Sidewalks along a street are not the same as bike paths like are currently available on the Greenway. Also, unleashed dogs are common on the Greenway, better signage is needed regarding leash requirements.
- 35 More connected bike paths throughout the community, completed sidewalks, and some lighting when it gets dark.
- 41 Sidewalks on Washington street are sometimes just feet away from vehicle traffic, and are often not shoveled in winter months. Stoplights like the new downtown ones make crossing the street as a pedestrian safer (with things like the no right turn sign when pedestrians are crossing), and I'd like to see more of them around town.
- 42 Biking should be something we can do to get places, run errands, etc., year round. If Winnipeg and Copenhagen can do it, so can we. Clear the snow off the bike infrastructure, and let's go!
- 44 Let's get electric scooters, please. Also, I appreciate the bike share program, but it is not well advertised. I think sidewalks are a huge challenge in neighborhoods, especially for individuals with disabilities. Where I live (Near Southside neighborhood) there are huge cracks and heaving sidewalks and residents trees are often growing far into the sidewalk making it impossible for wheelchairs to navigate

ResponseID Response

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| 46 | There too much focus on the downtown area where much of the Grand Forks population does not live. |
| 48 | Although I have my own, I think more public bicycles would be a great idea. Seems as if the North-end sidewalks and many side streets need more work. Widened sidewalks with bike lanes would be safer than the current system. |
| 50 | The south side of University avenue could be used for a secure, safe bike lane. There is room between the sidewalk and curb to do this. The parking on the avenue would then provide an effective barrier between bike commuters and the vehicle traffic lanes. |
| 52 | The greenway is great but ideally, we could benefit from having walking locations away from streets with trees, plants, and water features. Walking on sidewalks next to traffic can be anxiety producing for some. Quieter setting can be calming for walkers and dogs. |
| 64 | Have the Altru bikes in places where the elderly can use the bikes off city streets; starting and ending at the same point. |
| 73 | A large issue is motorists pulling onto the bike paths around town blocking your way. Menards exit by gas station is one of the worst |
| 77 | Living in Sunshine Terrace which is for the elderly and disabled it is terrifying to have to walk down the middle of the street to get to the American Legion or Demers Avenue when I am blind. It is also terrifying to hear that people with walkers and wheelchairs have to do the same. There is no safe way to walk especially past American legion and the Eagles with no sidewalks parking on both sides of the street and the traffic including buses going through at a fast clip. I have had instructors from the Blind School actually tell me not to walk down that street because of safety. |
| 81 | the roads are in bad condition in gf for bike riders, no bike lanes, motorists are not bike friendly riding on main busy streets to connect neighborhoods is unsafe end riding on a sidewalk east to west. people in turning lanes don't stop when you are crossing busy intersections. very risky to ride off green way. have to hope you can get there to ride |
| 82 | more education to drivers and cyclists on how to share the road, how to pass safely, laws about cycling and how to keep it safe and navigable |
| 83 | I'd like to have discussions around education, and improving daycare outcomes. Quality education is a high priority for me and my family. |
| 85 | Interesting/beautiful scenery for the paths. Engaging paths for children? More paths on the northwest side of town near the new Walmart, it'd be nice to get a new park with trees and a path out that way! |

ResponseID Response

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| 88 | I would like to see a wide sidewalk on the north side of 17th Ave S from Belmont to Washington. It looks like an easement exists there. The road is too narrow, busy and bumpy to be safe for bikes. |
| 90 | Town has expanded. Please consider extending the greenway south. Also a sculpture walk with changing sculptures yearly is a great way to bring people downtown. Check out Sioux Falls. |
| 92 | I run outside year around, it would be nice if the greenway could be cleared of snow more consistently. |
| 93 | Convenient places to lock bikes are needed. Street improvements are needed for the benefit of safety and vehicle durability for motorized and non motorized vehicles. Get rid of the granitoid. replace 32nd avenue south and 17th avenue south east of S washington |
| 95 | When Grand Forks purchased new busses, they neglected to add bicycle carriers to many of them. The routes with bicycle carriage are unpredictable, mostly based on whether an older bus with the carrier is in temporary use for incimate weather or during servicing of the normal bus for that route. This has been especially frustrating on Routes 1 & 5. |
| 96 | Take cycling seriously as a form of commuter transportation. Draw lines for bike lanes short term, expand them into a greenway-like system long term. Town is small, it's easy to get around if we choose to make it easy. |
| 98 | Businesses need to be more bike friendly for places to lock up a bike because bike theft is HUGE in this town and that keeps us from biking for certain errands and outings. Also PLEASE consider a public bus route that connects from the Alerus/Altru/Century area to RRHS. So many kids walk to high school but it's frigid for 3 months of the year and they can't. Let's encourage Gen Z to continue making good eco-friendly choices and not always taking a car for 1 person. But we need to help them with public transit when it's so cold or they'll give up walking/biking and just become drivers all the time. |
| 108 | Biking in grand forks last year my husband broke his neck on a sidewalk that had buckled from a faulty connector to overpass bridge. City knew about it and didn't fix it. |
| 109 | Signage about bike baths like the greenway has throughout town. |
| 111 | As a mother to little kids who walk, bike, scooter and ride in the stroller throughout neighborhoods, our biggest obstacles are: poor quality of sidewalks, not having curb ramps on all intersections, not having clearly painted crosswalks, which I believe should be on every single intersection, and, not that this is due to infrastructure but, drivers not stopping for pedestrians waiting to cross the road at an intersection or designated crossing. |

ResponseID Response

118	Sidewalks downtown gf/egf need to be better maintained in the winter months with snow. I know for a fact anyone in a wheelchair nor any other able person is able to walk downtown due to ice and snow. Especially on the curbs, the city piles it up and expects business owners to shovel it all off.
120	Electric scooters, more roads that have bike paths and side walk maintenance
126	Some of the wood boards on the 2 walking bridges at Setoma Park are warping.
127	The Greenway is phenomenal and I literally use those bike paths for running or biking every single day. But good bike paths are next to nonexistent within the city and the few bike paths that exist don't come close to connecting to allow for safely moving between trails within the city.
130	West side of interstate needs more walking/biking paths and parks. The closet part to my house is almost a mile away.
132	Lowering speed limits on Stroads and adding a bike lane could be beneficial. Another major factor in commute time is how often BNSF goes over the 10 minute limit set in place by law for blocking a road (42nd and demers). They do this a lot.
133	The weather is a big issue. It seems like to is really cold or when it isn't really cold, it's really windy.
140	Protected bike lanes are incredibly important in building a community that is safe to bike, especially when it comes to intersections and busier roads.
141	Having the bike icon in the driving lane - but no lines - is very confusing
142	Would like too see bridge at 32 sec Ave with bicycle access.
143	Biking for exercise or leisure on the bike path around the city is great and I do it regularly for exercise or fun. However, if looking to use my bike to commute to work the bike path is typically the only safe option, but being that it is only around the outskirts of town makes the overall length of commute too long. I live on the south end of EGF and work in a downtown office. This is a fairly short distance, but there are not many safe bridge crossings unless going all the way to the downtown bridge or taking the pedestrian bridge on the bike path. Both of these options add significant commute time to what could be a quick trip. The Demers bridge downtown is easy to cross, but the commute to the bridge on both sides of the river isn't always the safest. Downtown GF is getting better! But with all the construction currently I try to stay away with the rest of town travel in GF severely lacking besides the one larger sidewalk on Columbia rd.

ResponseID Response

144	The roads around Grand Forks do not have shoulders. So it is hard to ride your bike and feel safe outside of the city.
145	Something needs to be done with the volume of people who do not leash their dogs on the bike path.
148	More dog poo boxes would be great, especially on the walking/ bike paths south of 47nd Ave S or as it goes along 52nd Ave S on both sides of Washington. In general many more would be great. Also, there are tons of low-hanging branches on sidewalks all over that make even walking on them difficult. It would be Greta get those trimmed once in awhile. Most are from the berm-sides of the sidewalk. The lack of shade from newer neighborhoods on the south end also makes it difficult to walk or bike, especially walking with dogs. I'm not sure how much could be done about that though
149	I wish there were more paths fir walking/biking
150	More curb cutouts are needed for those with accessibility needs. "Pedestrian-friendly" must include all residents and guests in Grand Forks, regardless of their mobility needs. Also, I think multi-use paths along corridors like between the university and downtown would encourage economic development downtown and connect the university to the town better, while also reducing the number of cars on the road (good for environmental, community-building, and economic/road-longevity reasons). We need more multi-use paths, more signage about what we do have, and increased curb-cut out and bench access along walkways in all areas of town.
152	Going forward and in new neighborhoods Think about making sidewalks wider so they can also double as bike paths and be safely away from motor vehicles, especially trucks.
155	I don't feel safe letting my kids on the greenway walking or riding bikes yet. I see too much riff raff from Riverside park to Lincoln park.
158	I believe there are more than enough biking specific areas.
159	No
160	Drivers in Grand Forks don't seem to understand or simply choose to ignore the large no turn on right electronic signs! I almost got hit once while walking and once while on a bike by drivers that turned right when I had the right away and that sign was on.
163	More bike and walking trails. Would love to see trails like MN has. For example, how about a longer trail to Turtle River, etc.

ResponseID Response

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| 168 | While there are some great areas for biking and walking, commuting across the city, especially on or near certain corridors like Gateway or Washington, are treacherous. |
| 171 | Please address the "break" in the Greenway trail system in EGF at the Louis Murray Bridge and Minnesota Ave intersection. Louis Murray Bridge needs striped or dedicated bike lanes to encourage safe use and to keep bikes off the highly elevated walking surface. Also need additional signage and traffic striping to allow for a safe bike/car intersection at the south end of the bridge and through the intersection. Also please add striped bike lanes on Bygland Road as proposed in the masterplan. |
| 172 | I'm not sure this is where this comment goes but several of us living in GF/EGF would like the fireworks festivities back in the downtown location as it is for the community & has more of a community feel & being inclusive to both connecting cities It loses some of that feel being in the way south end of town It was fun watching the fireworks down by the river Thank you |
| 174 | I think our community's attitude toward bicycles is deeply confused. Bicyclists belong on the street, not the sidewalk where they travel too fast and often conflict with pedestrians. And yet we have nothing approaching a "dedicated bicycle facility" on our street grid, only pitiful "sharrows" on some streets or multi-use trails in the far-flung parts of town. |
| 176 | 1) A specific case needing improvement: the bicycle path that crosses the busy roads at N Washington St and Mill Rd are incredibly hostile and dangerous for anyone outside of a personal car or giant semi trucks. Just these two points of dangerous intersections prevent the whole north western network from being used by people of all ages and abilities. Protected bicycle lanes are nothing if there's no protection at intersection 2) I'd like to see Dutch-style protected bicycle intersection for safe crossing for pedestrians and bicyclists on our car centric public road network. 3) Continous sidewalk/bike path: instead of pedestrians/bicyclists going down into an intersection into the realm of cars, a continuous sidewalk has motor vehicles drive up to the level of the sidewalk and back down. This priorities the pedestrian/bicyclist at crossings by forcing vehicles to slow down where people are. 4) Mixed use development: this perhaps falls outside your jurisdiction, but allowing neighborhood scale businesses in residential areas, like a corner store, cafe, dentist office etc, would go a long way to reduce the number car trips everyone has to make. I would like to be able to get a loaf of bread without getting in my car, drive to a parking lot, traverse the unpleasant walk from parking spot to the store entrance, and do the same in reverse. All for a loaf of bread! |

ResponseID Response

177	Right now, the main biking infrastructure follows the river and is great for recreation. However if you want to go to a grocery store or retail area, you have to share a traffic lane where car speeds are greater than 30mph, with no bicycle protection at all. Because cycling is not common here, shared bike /car lanes are probably the least safe option (compared with separate bike lanes/ new bike paths) as ND drivers are not looking for bikes and cyclist wouldn't feel safe being the guinea pigs to help teach drivers to be aware
180	I would like to see the greenway extended and more communication about how to share the path with cyclists. Pedestrians should be aware of their surroundings and should especially keep their dogs on leash at all times.
183	I love the trails!!! I would like to see more in the future.
186	Would be nice to have a place along the Greenway to refill water bottles while riding or walking during hot weather.
191	Access from north end to south end, sidewalks on Washington are terrifying.
196	The path below the demers bridge on the east side needs some work. Also the Intersection at 3rd st SE and 5th Ave SE in the east side always scares me a little with my young kids riding with me. I wish there was some way to cross over without going through traffic. That bridge on 5th ave se could also use a pedestrian in closure, sometimes I worry about the kids falling off the sidewalk and into traffic.
198	It would be nice to have more options for mountain bike trails (non paved) something that's a little more engaging physically
202	Greenway Safety
203	The amount of people who allow dogs to be off leash (or no leash) on sidewalks and designated trails is ridiculous. Need much more enforcement of leash law plus picking up after them. On my usual walk, there are at least 4 doggy depot stations.
206	I may be bias, because I live near the Greenway, but I use it daily for walking and about one a week to walk. I love it, and it has become my favorite part about living in Grand Forks. But the amount of people who walk with their dogs off the leash is concerning and really negatively impacts my time while walking and biking.
209	I live on the south end fairly close to the bike trail. However, I find it challenging to ride my bike west.
214	While some paths are acceptable for biking many paths are so crunchy and weathered using roller blades, scooter or skateboard on them is more exhausting than walking

ResponseID Response

218 I feel bike riders should be educated on courtesy in letting people know they are coming up behind them. I have had some many close calls, it is dangerous! Also , I am so annoyed with people bringing dogs on trails with no leash and also dog waste on trails!!!

222 Bikes and walkers stay on sidewalks and BIKE TRAILS

223 N/A

225 Connecting to the bike path is difficult to reach if you are west of Washington...no east west connecting paths in town !

229 Safety corridors for kids to safely ride bikes to schools

237 I'm satisfied with GF trails

240 Make an integrated biking/walking path that connects all of GF to EGF. in stage two make a path like the one did in MN from Moorhead to st cloud or like the gateway trail. have safety stops, parks, and natural parks along the way. In winter it can be used to ski and snowmobile. connection to lakes and state parks would be helpful for economic reasons. People of all ages can use it year-round. This can be done in clubs or on your own. stage 3-5 would be seeing if there is a way to connect to towns and cities around us in ND, MN maybe Canada. Bringing an economic impact to the region as there are many other spots for a wide array of activities, like ATVing and horseback riding. Itasca state park MN and Fort Abraham Lincoln State Park ND have world-class activities with lands much like the ones around grand forks. We have the space and ability to make grand forks a world-class spot to come and do like activitys by implamenting a systeam as I stated. When implementing remember these "Do what you can, with what you have, where you are." "Believe you can and you're halfway there." "It is hard to fail, but it is worse never to have tried to succeed." -TeddyR.

247 Add some parks/paths to the northwest side of town! Everyone always talks about the greenway or the south side but there is also great opportunities on the Northwest side of town!

249 Sometimes I am discouraged from biking to places do to the lack of safe bike parking.

250 None

ResponseID Response

252	Even though the signage clearly says it is safe for pedestrians to walk, the traffic on Columbia Road and south 11th AVE doesn't always pay attention to pedestrians who are trying to cross safely! In the winter the snow that is plowed from Columbia Road is piled high on the corners and sidewalks for weeks causing it extremely difficult for pedestrians to maneuver over 30 inch snow piles. Patients who try to use bike paths in the summer using their electric scooters coming from Edgewoods new south end facility are forced to use sidewalks that are over grown with weeds and the gophers dig holes underneath some of the paths causing them to be dangerously unstable!
256	I do not feel safe biking myself in East Grand Forks. I love the diversity BUT being a 21 female, I have been hit on by multiple men, Somalian, white and the latter. Place 911 towers on trails maybe?
259	Could do with more tree lined side walks
262	Rhinehart Dr SE in EGF needs a sidewalk. It is a very busy street for motorists, pedestrians, bicyclists, and children.
263	The Greenway is great. The problem is that the bike path off of the Greenway is not marked, includes sidewalks and goes nowhere people need (stores, schools, hospitals).
264	Grand Forks is not a walkable city. The shopping area that residents frequent the most, 32 Ave S, is separated and far away from a majority of housing. Currently, most residents have to drive to get there so they can run their errands or go to work. Grand Forks is also a city that has grown outwards which makes it even harder to walk or bike anywhere. As I am not a city planner, I do not know how best to fix these problems that are faced by Grand Forks and a majority of America. But I hope cities everywhere adopt more walkable designs in the future. Or even the present.
265	More mile markers.
268	More lighting on bike paths, specifically I the Coulee area! It's hard to walk my dog later in the evening winter months. Also more frequent clearing of the bike paths
269	Love the extra wide bike sidewalks. Please add more in town and better maintain current older sidewalks.
270	Stop wasting time and money with this nonsense. There are potholes you need to fix. I would guarantee 80% of this office is redundant and should be axed.

ResponseID Response

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| 271 | What is the proper way for motorized vehicles (motorcycles, snowmobiles, ATVs, etc...) to access the river and Greenway areas. There should be multiple access points for snowmobiles. It's nice that EGF has the opportunity for those on snowmobiles to pull up to The Blue Moose, Mike's Pizza, and The Boardwalk areas. Let's do this for Grand Forks. |
| 272 | Some sidewalks don't have the ability to ride the bike on and it has a large curb so having to stop on the street to lift my bike up onto the next sidewalk raises a safety concern. The Greenway trail is great! But other than that it isn't the best to ride bike on the sidewalks. |
| 273 | People with dogs are not always respectful to bicyclists or walkers. Between letting dogs run loose and letting them poop anywhere, this is annoying and can be dangerous if dogs chase the bikes. Too many people think everyone loves their dog. As a bicyclist who has been chased by dogs, this is hazardous. Side note: the bike path along the coulee by Sertoma needs cement patchwork down the middle. The cracks have widened and full of weeds. Tripping hazard for both bikes and walkers. Please fix! |
| 274 | very dependent on availability to handicap scooter accessibility |
| 278 | More garbages along the greenways, especially to drop off dog waste. |
| 279 | Just always makes me nervous riding my bike around traffic. Need designated areas like a bike path and always love the greenway |
| 280 | Infrastructure is fine for now. Upkeep and maintenance is important. Information about riding safely is important. Many numbskulls giving bicyclists a bad name in this town. Safety is utmost important. |
| 281 | Build a pedestrian/bike bridge/underpass across Demers/BNSF railroad to connect English coulee trail. Add more pedestrian/bike crossings across major arteries like Columbia Rd, 32nd Ave, Washington, Demers similar to the underpasses that already exist such on Washington and Gateway. |
| 287 | Low branches on trees at ground level north of sunbeam access, and other locations on the bike trails. I'd like to see these trimmed higher up, I feel like this gives less "hiding places" and give better visibility along the trails. |
| 293 | Many new neighborhoods in EGF specifically, and GF as well lack sidewalks making it difficult for children to safely bicycle/scooter etc. Adding walking and bike lanes on bridges between cities would be beneficial as well. |
| 296 | Don't spend any tax dollars on this. Taxes are high enough in Grand Forks. |
| 299 | bike theft if probably the biggest issue. |

ResponseID	Response
302	Better crossing options for Demers and S. Washington. Better pathways to get to the greenway from the west part of town.
305	It would be nice if there were more direct routes across town from north to south. Maybe a pedestrian bridge between Washington and Columbia road over the train tracks. Also a direct route between the exit to 4th Ave s and Dyke Ave. Or somewhere in that neighborhood.
308	Need more connection points to greenway
309	Direct routes between Dyke Ave and demers halfway between Columbia and Washington and it would be nice if there was a direct route between Dyke Avenue and the path that runs under the demers overpass. And the Greenway should be open 24/7
313	Wish there were more patrols on the Greenway. Not only for personal safety, but unleashed dogs on the Greenway is beyond out of control. I ride the Greenway everyday, and cannot believe how many people disregard the leash law. Purchase a handful of Electric bikes for Police patrols and start cracking down on unleashed dogs. I highly recommend Lectric ebikes, high quality without the high price. Would be a good investment for the GFPD
314	Motorists don't know that bicyclists are legally able to share the road. More public education on sharing the road safely. More bike lanes and wider shout. Better street conditions for bicycling.
315	Safer crossing areas on busy streets would be my suggestion - especially on Belmont Road
318	Lots of off leash dogs on trails/greenway. It is not a safe feeling. If the leash law could be enforced it would make it more comfortable to use.
322	Imagine you are trying to travel the city and blind. Build according.
323	Stop wasting tax dollars on stupid stuff that is not usable 8 months of the year in this climate!,,
325	Majority of sidewalks north on 32ns Ave south are in very bad shape
345	Biking/walking on the north end of town is extremely difficult on sidewalks which are rarely cleaned in the winter.
346	The availability of sidewalks and other safer areas for pedestrians is very lacking on the north side of town especially along Gateway Drive.

ResponseID Response

- 347 I bike to work most days. The greenway is beautiful, well maintained, and extensive enough to meet most of my needs. I have had my bike stolen from locked public bike racks many times. I am only comfortable locking my bike outside on campus. Cars are aggressive and don't understand the rules of the road regarding bikers, bike lanes, or stop signs. When not on the greenway, I have to do a fair amount of planning to find my own roads that are either wide enough (32nd, Belmont, 17th, University) or unused enough (Chestnut, 4th). There are some very good crossing opportunities for major streets. But they are poorly marked and I have to tell new bike commuters my "secret" safe routes all the time. They shouldn't be secret. Town Interior bike paths aren't well marked or advertised. Paths along 42nd, Gateway, and the coolie, are nice, but hard to find. I don't even know if the neighborhoods in the south end have bike paths. (But their sidewalks are much bigger). Usually provided on town maps & Google are just greenway routes.
- 348 My family loves taking the Greenway to get to downtown, Lincoln Park, and East Grand Forks. The downside is that if we wanted to enjoy the weather and walk or bike to University Park or any park not connected to the greenway, we end up driving there since the sidewalks aren't always safe and the lack of bike routes.
- 352 We need painted bike lanes at a minimum. We have sharrows on University Avenue, but studies show they do not increase safety. Also, people here don't understand what sharrows mean and cars get aggressive towards bikers.
- 353 The new sidewalks downtown are horrible for anything with skinny wheels... walkers, bikes and strollers. You can't push straight and it wears the wheels out fast...very discouraging for walkers. There needs to be a better effort of busing so people can combine walking with their commute. Like no Sunday transportation and early cut off times don't allow people to combine walking/riding to shop or work.
- 359 Motorists seem aggressive and uneducated about bicyclists on roadways, though the bike lane infrastructure on university is nice, I am frequently forced to bike on the sidewalk due to carelessness and unawareness of drivers.
- 360 I think there could be more maps along the Greenway that show both the trail and streets outside the Greenway. I really like that there are cross country ski trails around, but I would also like to see a map of those.
- 361 Provide safe road and railroad crossings to enable children to walk or bike to school.
- 363 The frontage road for Gateway is perfect for more bike paths. That median on the north side would be perfect for another pathway or sidewalk.

ResponseID Response

365	More bike paths that safely cross the busy streets. Maybe overhead bike bridges. Something is needed.Right now crossing the busy streets is downright dangerous.
368	Some electronic street crossings are inconsistent.
371	I'm concerned by the amount of bike thefts that have been happening within the community. Bikes that are locked around bike racks and parking signs are being stolen. I do not feel safe riding my beloved bike to work or run errands in fear that it will be stolen.
372	Park benches for resting would be helpful along residential streets placed on the public berms
375	Expand the greenway south in EGF, expand the trail north in GF.
376	Many crosswalk buttons do not work in the winter, particularly the older buttons. Many drivers also do not follow current signage meant to protect pedestrians, such as the LED no right turn signs. Walking in the winter can be a pain, as snowmounds from plows cover crosswalks and paths. In spring when snow melts many of the sidewalks in some parts of town (especially in the south side) become lakes. The suburban sprawl can be a little hard to traverse, wish things were denser and close together. Would make walking easier. I do try to walk as much as I can and am very glad the city is conducting this survey, it shows how much care about the city and its future!
382	I use out greenway system to run on everyday in east grand forks. However i will not let my kids ride their bikes to school its extremely dangerous on Bygland road for them to be able to ride sadly.
386	Is there any type of assistance in purchasing a decent new bicycle? If not is there a way to implement this type of assistance to the community? Many community members struggle with purchasing/payments of a vehicle so adding the full payment when purchasing a bicycle (avg price of a decent and comfortable being around \$250) is difficult when you don't have the extra funds each month. I am going to borrow a family members so I can save up money that I have been using for gas to hopefully help me either fix up my vehicle or purchase a bike.
390	Connecting and expanding trails to city parks and beyond would be great. Having a dedicated bike path connectivity would be ideal. The same paths on the greenway gets old. Connecting communities would be amazing.
391	I believe that the city needs to promote more events for cycling and walking, This could bring in more visitors and revenue. I lived in Flagstaff for awhile and they worked on this.

ResponseID Response

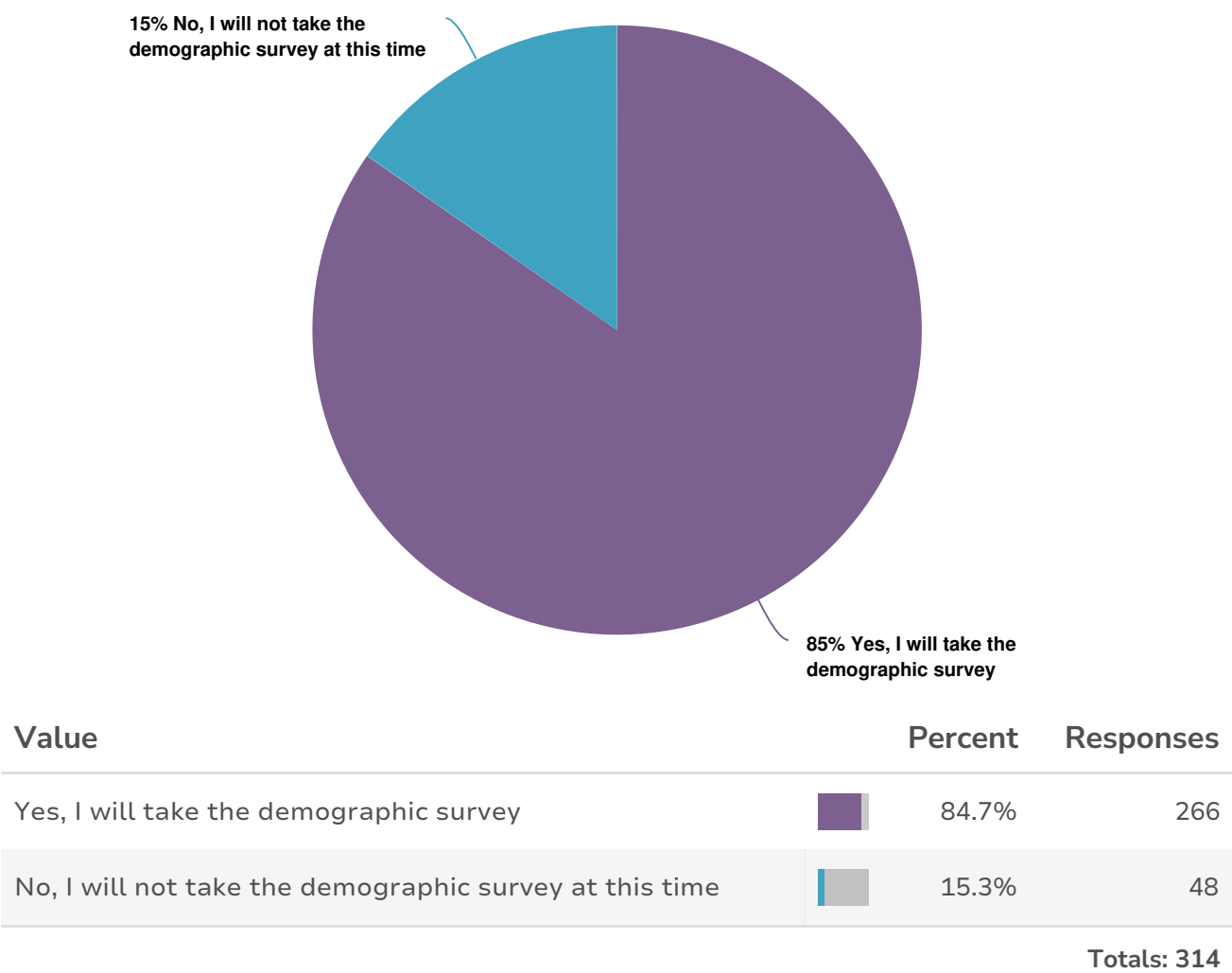
392 better publicity/signage connecting the coulee path to the greenway and improvements need to be made connecting coulee and greenway near 17th ave south

393 I'd like to see a walking path in the Greenway free of bikes... maybe make separate paths for bikes and walkers for safety concerns for walkers. It is unsafe to walk my leashed dogs with many many bikers racing past with no alert. Dog walkers need time to contain the dogs to prevent accidents with bikes and dogs, bikes and leashes, etc. Unsafe to walk greenway with young children as well with bikes racing by. This is a safety concern that needs addressed please. Also bikes on city sidewalks cause same unsafe problem. Can there be an effort to educate bikers they are not allowed on gf city sidewalks? Maybe raise penalties for riding bikes on city sidewalks? Thank you for this opportunity to voice these concern.

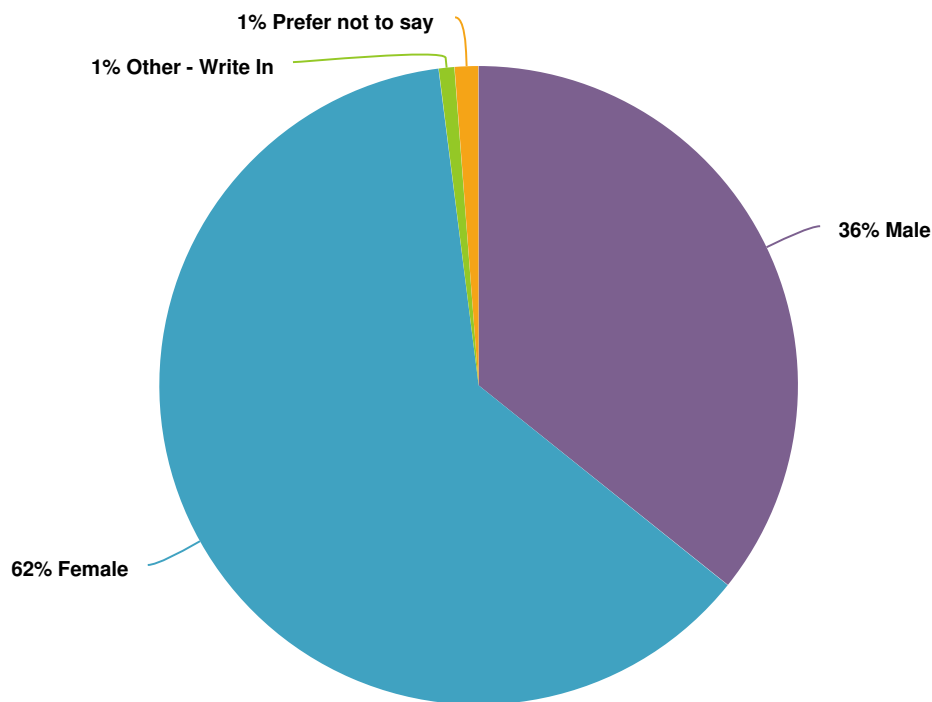
394 Biking on sidewalks seems frowned upon, but biking on the street feels dangerous in many areas

395 Year round maintenance of the trails... during the summer if a storm moves through, paths are not cleared of debris within 7 days. During the winter the paths are not cleared for up to 3 weeks. If the city and county want to create trails and put money towards making GF/EGF more connected, care for these trails needs to be considered for 365 day use. I'm not saying the trails need to be cleared in the winter down to the pavement, a plow-width on every trails helps, dog walkers, cross-country skiers and winter biking. It all plays into creating a city that entices healthy outdoor living year round.

15. Will you participate in a short demographic survey?



16. Gender

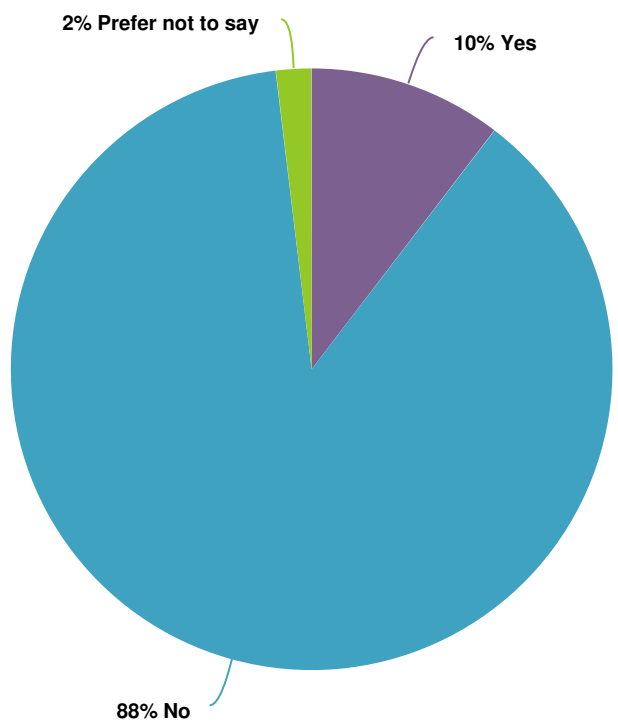


Value		Percent	Responses
Male	<div><div></div><div></div></div>	35.8%	93
Female	<div><div></div><div></div></div>	62.3%	162
Other - Write In	<div><div></div><div></div></div>	0.8%	2
Prefer not to say	<div><div></div><div></div></div>	1.2%	3

Totals: 260

Other - Write In	Count
THERE IS NO "OTHER". The "Y" chromosome tells all. This option needs to be obliterated.	1
non-binary	1
Totals	2

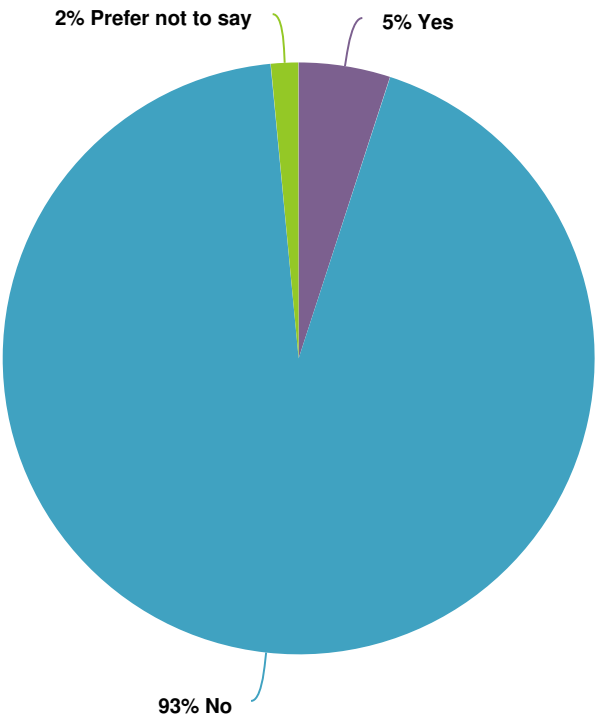
17. Disability (including but not limited to self-reported hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty)



Value		Percent	Responses
Yes	<div><div></div></div>	10.4%	27
No	<div><div></div></div>	87.6%	227
Prefer not to say	<div><div></div></div>	1.9%	5

Totals: 259

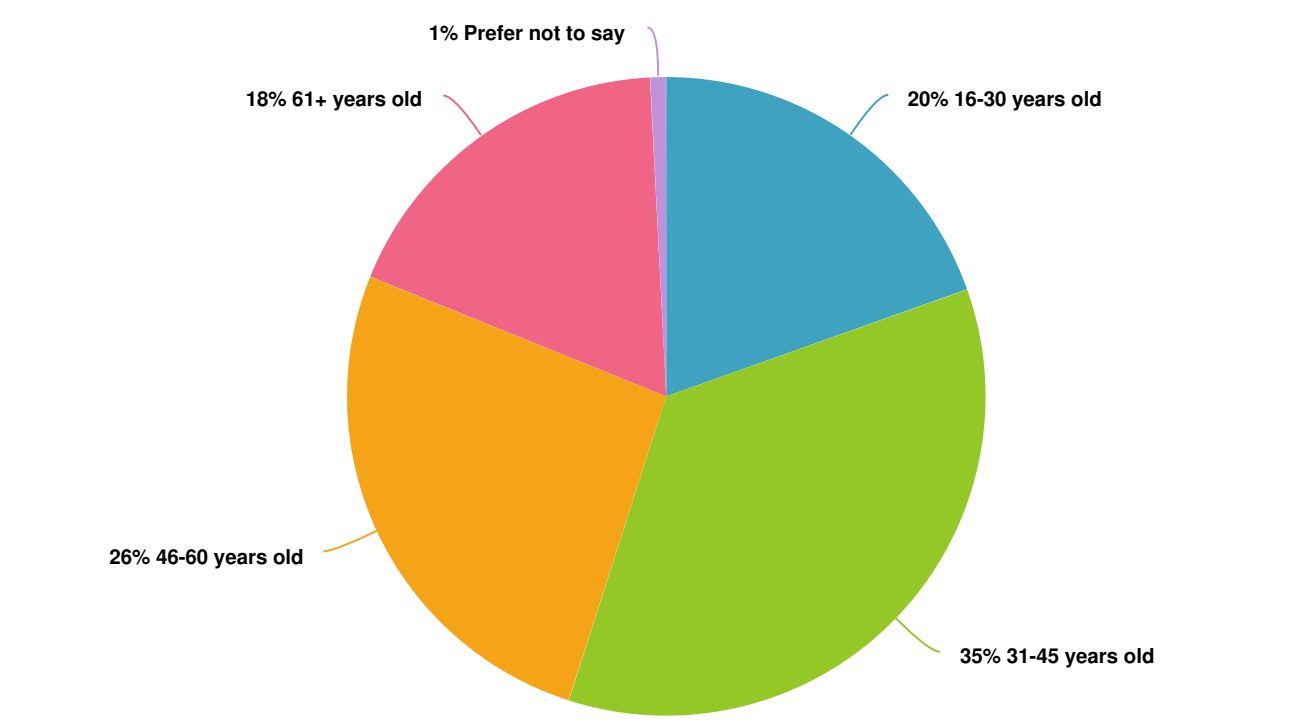
18. Do you receive public assistance (e.g., cash assistance, housing, energy assistance, WIC, food stamps, national school lunch program, Medicaid, child care assistance)?



Value		Percent	Responses
Yes	<div><div></div></div>	5.0%	13
No	<div><div></div></div>	93.4%	242
Prefer not to say	<div><div></div></div>	1.5%	4

Totals: 259

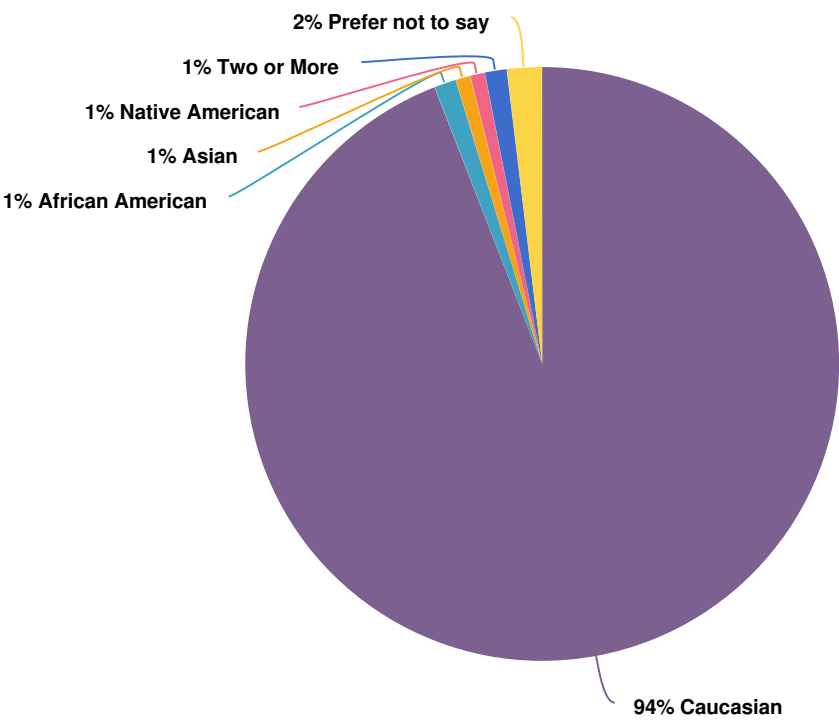
19. Age



Value		Percent	Responses
16-30 years old	<div><div></div></div>	19.6%	51
31-45 years old	<div><div></div></div>	35.4%	92
46-60 years old	<div><div></div></div>	26.2%	68
61+ years old	<div><div></div></div>	18.1%	47
Prefer not to say	<div><div></div></div>	0.8%	2

Totals: 260

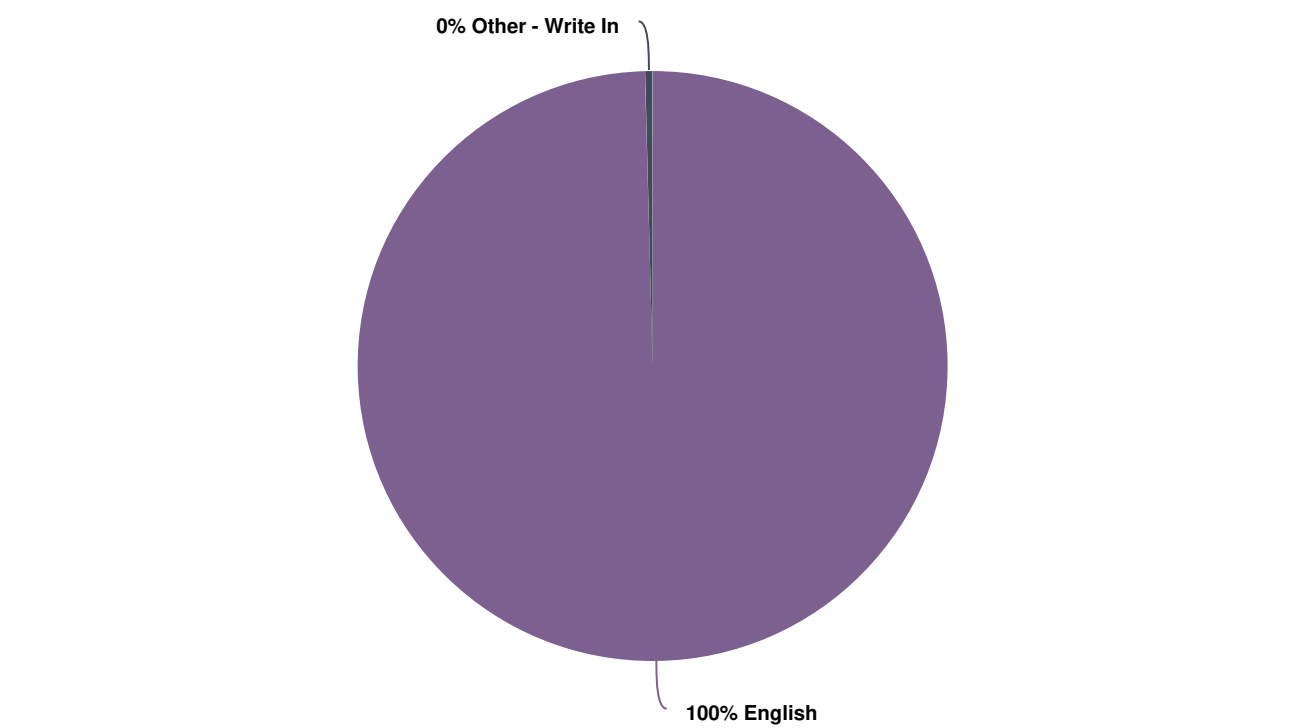
20. Ethnicity



Value		Percent	Responses
Caucasian	<div><div></div></div>	94.2%	244
African American	<div><div></div></div>	1.2%	3
Asian	<div><div></div></div>	0.8%	2
Native American	<div><div></div></div>	0.8%	2
Two or More	<div><div></div></div>	1.2%	3
Prefer not to say	<div><div></div></div>	1.9%	5

Totals: 259

21. Language most frequently spoken in your home:

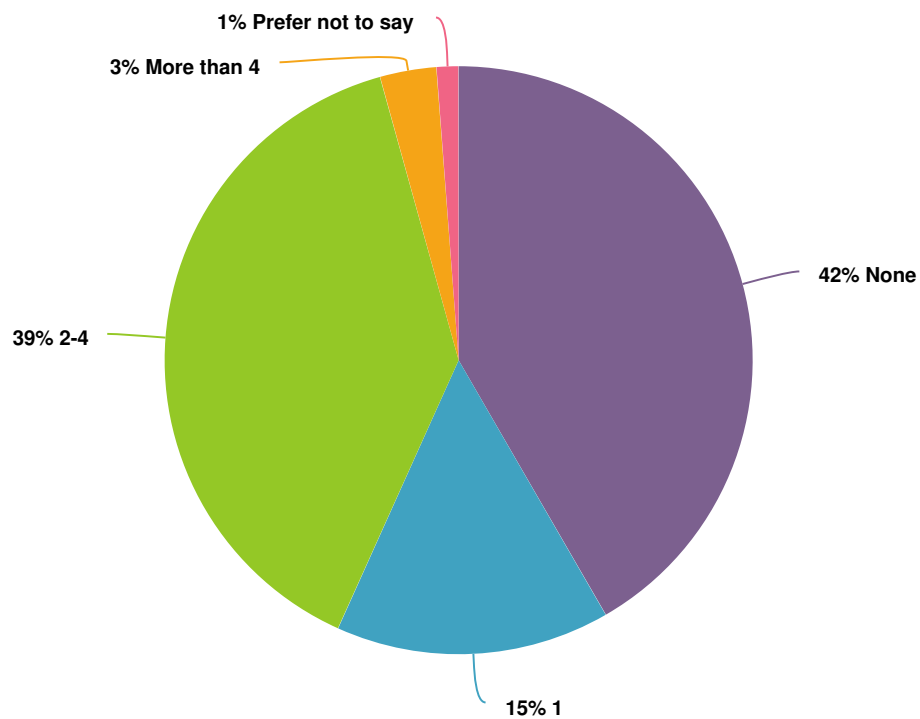


Value		Percent	Responses
English	<div></div>	99.6%	258
Other - Write In	<div></div>	0.4%	1

Totals: 259

Other - Write In	Count
Afrikaans	1
Totals	1

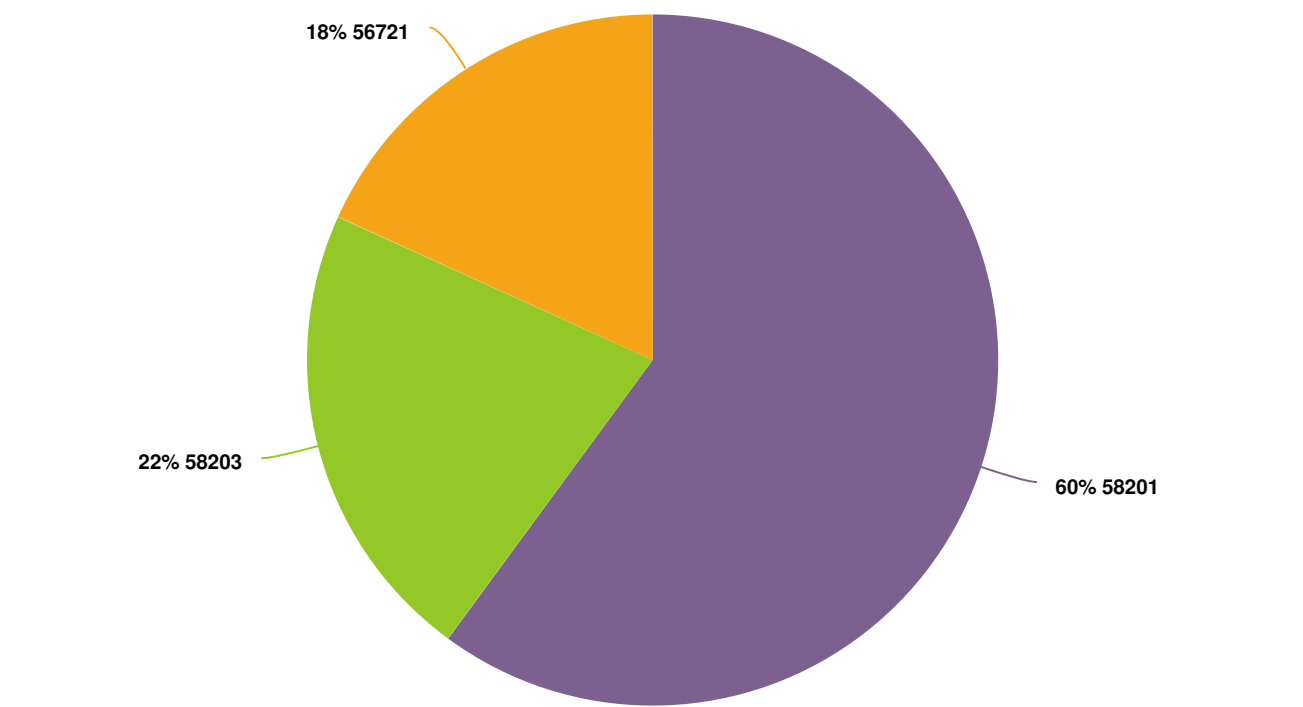
22. Family and dependents – How many children or dependents do you have?



Value		Percent	Responses
None	<div><div></div><div></div></div>	41.7%	108
1	<div><div></div><div></div></div>	15.1%	39
2-4	<div><div></div><div></div></div>	39.0%	101
More than 4	<div><div></div><div></div></div>	3.1%	8
Prefer not to say	<div><div></div><div></div></div>	1.2%	3

Totals: 259

23. In what ZIP code do you live?



Value		Percent	Responses
58201	<div><div></div><div></div></div>	60.1%	155
58203	<div><div></div><div></div></div>	21.7%	56
56721	<div><div></div><div></div></div>	18.2%	47

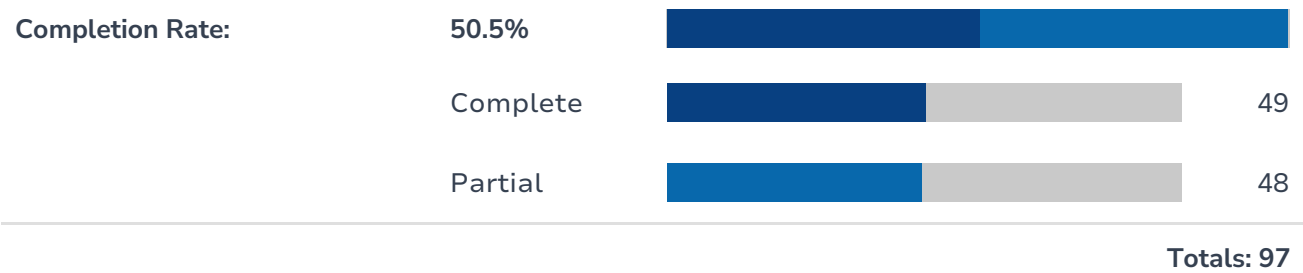
Totals: 258

Other - Write In	Count
Totals	0

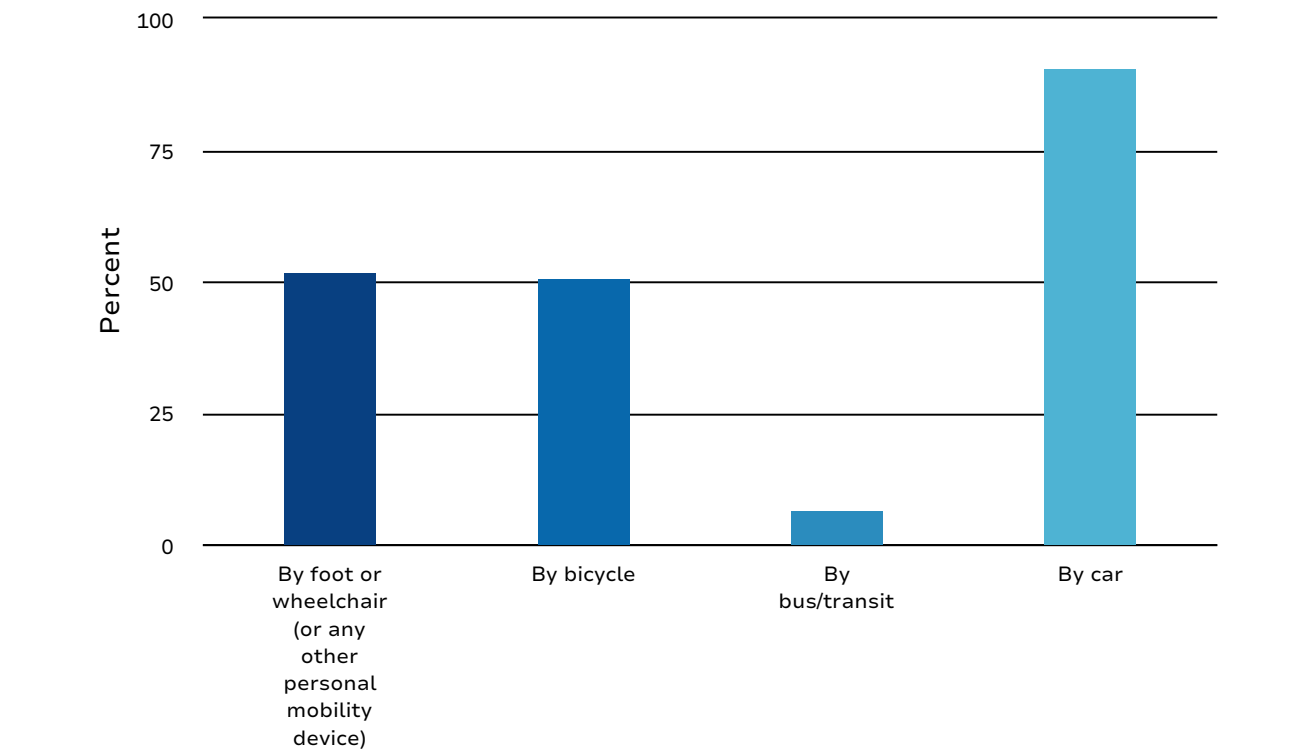
Appendix B: Detailed Public Input Survey Two Results

Report for Grand Forks-East Grand Forks Bicycle and Pedestrian Update Survey #2

Response Counts



1. How do you get around Grand Forks & East Grand Forks?
(check all that apply)



Value		Percent	Responses
By foot or wheelchair (or any other personal mobility device)	<div><div></div></div>	51.9%	40
By bicycle	<div><div></div></div>	50.6%	39
By bus/transit	<div><div></div></div>	6.5%	5
By car	<div><div></div></div>	90.9%	70

2. During a typical warm month, how often do you walk or bike to make trips between home and work, school, or to run an errand?

	Every day	A few times a week, but not every day	A few times a month, but not every week	A few times a year	Never	Responses
Biking						
Count	10	20	10	16	20	76
Row %	13.2%	26.3%	13.2%	21.1%	26.3%	
Walking						
Count	17	25	9	8	17	76
Row %	22.4%	32.9%	11.8%	10.5%	22.4%	
Totals						
Total Responses						76

3. During a typical warm month, how often do you walk or bike for social reasons, recreation, or exercise?

	Every day	A few times a week, but not every day	A few times a month, but not every week	A few times a year	Never	Responses
Biking						
Count	13	27	20	6	10	76
Row %	17.1%	35.5%	26.3%	7.9%	13.2%	
Walking						
Count	21	37	12	2	4	76
Row %	27.6%	48.7%	15.8%	2.6%	5.3%	
Totals						
Total Responses						76

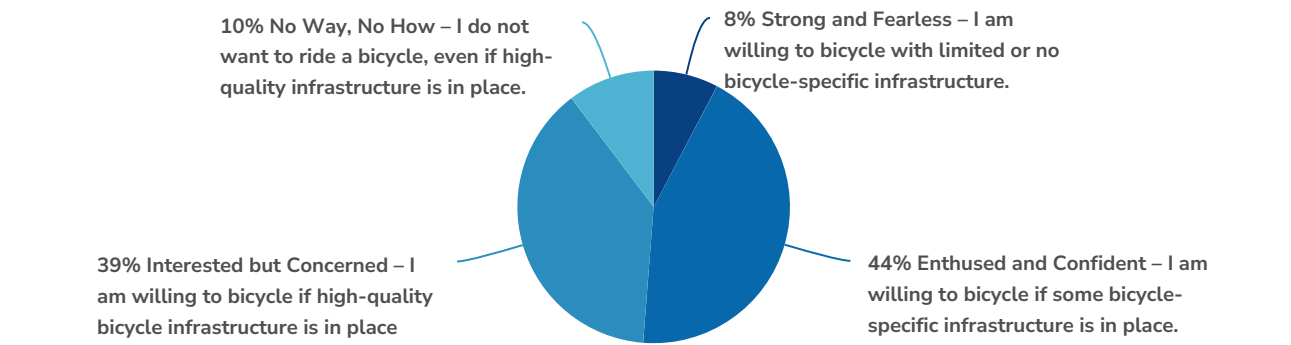
4. During a typical cold weather month, how often do you walk or bike to make trips between home and work, school, or to run an errand?

	Every day	A few times a week, but not every day	A few times a month, but not every week	A few times a year	Never	Responses
Biking						
Count	5	5	8	8	49	75
Row %	6.7%	6.7%	10.7%	10.7%	65.3%	
Walking						
Count	14	9	12	8	34	77
Row %	18.2%	11.7%	15.6%	10.4%	44.2%	
Totals						
Total Responses						77

5. During a typical cold weather month, how often do you walk or bike for social reasons, recreation, or exercise?

	Every day	A few times a week, but not every day	A few times a month, but not every week	A few times a year	Never	Responses
Biking						
Count	5	5	8	9	48	75
Row %	6.7%	6.7%	10.7%	12.0%	64.0%	
Walking						
Count	16	14	17	13	16	76
Row %	21.1%	18.4%	22.4%	17.1%	21.1%	
Totals						
Total Responses						76

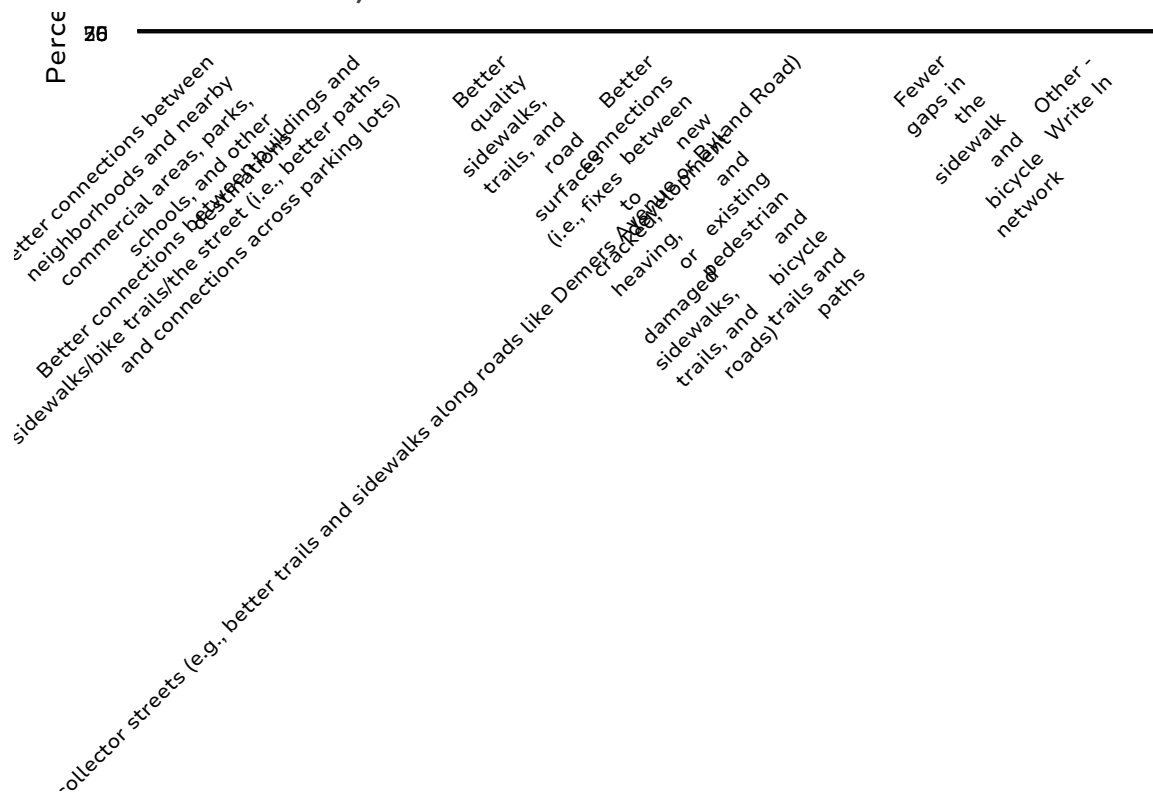
6. Based on the criteria below, what is your level of comfort when cycling in Grand Forks/East Grand Forks?



Value		Percent	Responses
Strong and Fearless – I am willing to bicycle with limited or no bicycle-specific infrastructure.	<div><div></div></div>	7.7%	6
Enthusied and Confident – I am willing to bicycle if some bicycle-specific infrastructure is in place.	<div><div></div></div>	43.6%	34
Interested but Concerned – I am willing to bicycle if high-quality bicycle infrastructure is in place	<div><div></div></div>	38.5%	30
No Way, No How – I do not want to ride a bicycle, even if high-quality infrastructure is in place.	<div><div></div></div>	10.3%	8

Totals: 78

7. I would make more trips by biking or walking if there were... (Choose TOP THREE)



Value		Percent	Responses
Better connections between neighborhoods and nearby commercial areas, parks, schools, and other destinations		63.8%	37
Better connections between buildings and sidewalks/bike trails/the street (i.e., better paths and connections across parking lots)		17.2%	10
Better quality sidewalks, trails, and road surfaces (i.e., fixes to cracked, heaving, or damaged sidewalks, trails, and roads)		48.3%	28
Better connections between new development and existing pedestrian and bicycle trails and paths		19.0%	11
Better bikeways, and sidewalks, and crossings along arterial and major collector streets (e.g., better trails and sidewalks along roads like Demers Avenue or Byland Road)		56.9%	33
Fewer gaps in the sidewalk and bicycle network		39.7%	23
Other - Write In		22.4%	13
Other - Write In		5.2%	3
Other - Write In		1.7%	1

Other - Write In	Count
Better lighting and sense of safety due to high levels of trafficking and crime in the red river valley	1
Better lighting in the evening	1
Better snow removal for winter biking	1
I wasn't so lazy.	1
It seems like the commercial properties on 32nd, Columbia, Washington do not maintain their sidewalks in winter. They are usually covered in snow, especially at the intersections.	1
Leash dogs, control leashes dogs - I've seen too many accidents and near accidents due to poor dog ownership controls	1
South end Bridge connecting trails in East grand and grand forks	1
The Minnesota point bridge is in much need of repair. There is not a sidewalk that would be safe enough to use for walking or biking. The side walk on that bride is dangerous and needs major repair. The steel on the sidewalk is bent and sticking up, it could definitely cause an accident for any one walking or attempting to ride their bike across it. I would think the cities would be responsible or liable for any accidents that may happen in the future.	1
Underground tunnels with heat	1
better safety infrastructure near Phoenix Elementary	1
better shoveled and cleaned in winter months	1
snow removal	1
warmer weather	1
Totals	13

Other - Write In	Count
Greenway cleared during winter and more water fountains during summer	1
More water fountains, bathrooms, and areas cleared of snow on the greenway	1
more time	1
Totals	3

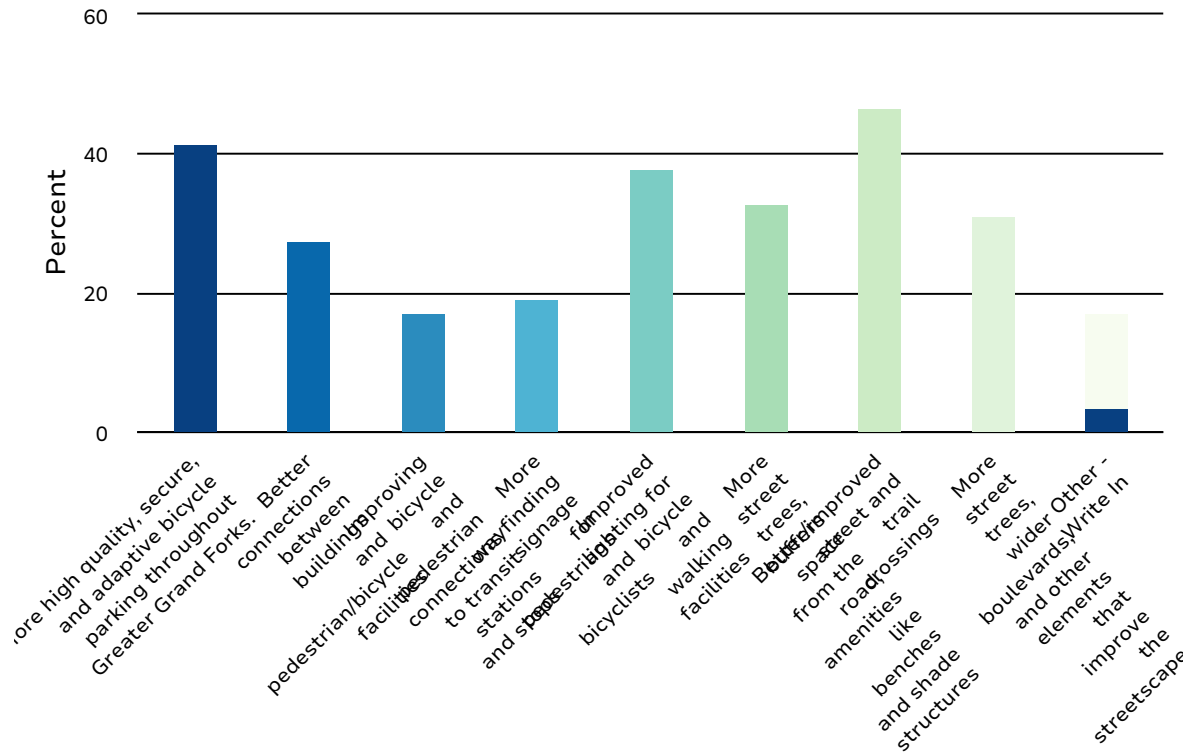
Other - Write In**Count**











Current status is more than fine. We have miles upon miles of greenway. Let's plow the snow in the winter before we build more paths that aren't used 40-60% of the year

Totals

1

8. I would feel more comfortable making biking and walking trips if there were... (choose TOP THREE):



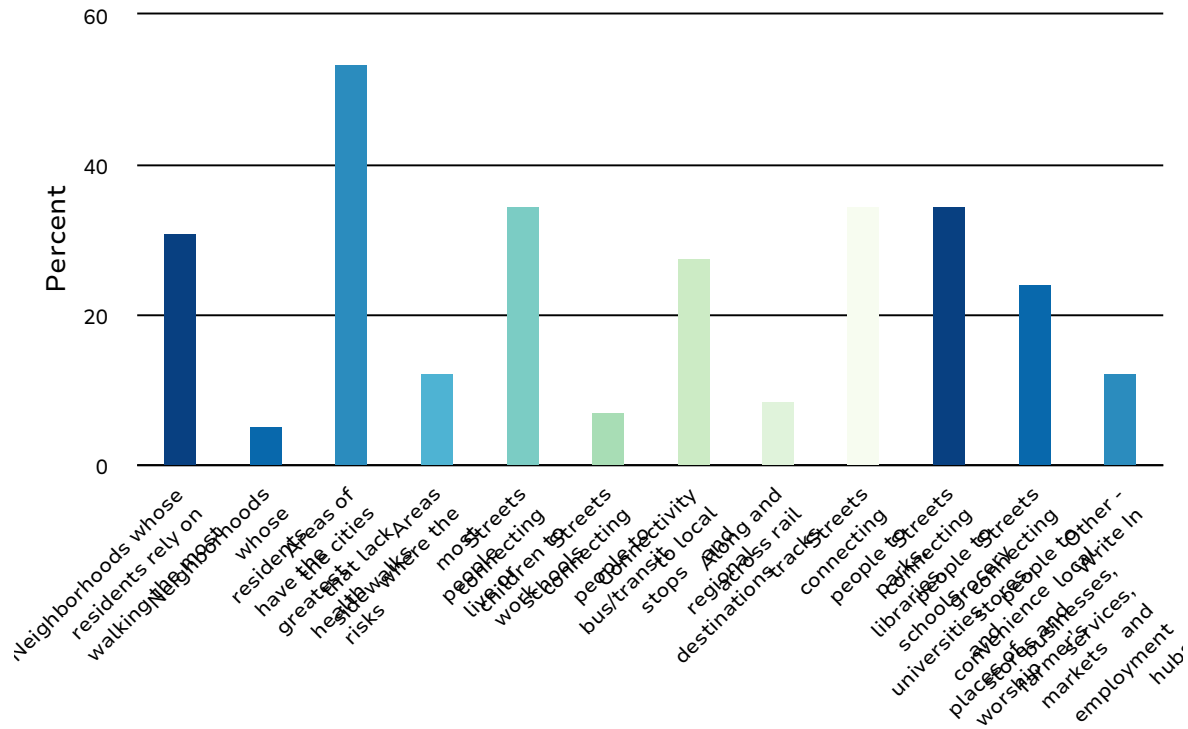
Value		Percent	Responses
More high quality, secure, and adaptive bicycle parking throughout Greater Grand Forks.		41.4%	24
Better connections between buildings and pedestrian/bicycle facilities		27.6%	16
Improving bicycle and pedestrian connections to transit stations and stops		17.2%	10
More wayfinding signage for pedestrians and bicyclists		19.0%	11
Improved lighting for bicycle and walking facilities		37.9%	22
More street trees, buffers space from the road, amenities like benches and shade structures		32.8%	19
Better/improved street and trail crossings		46.6%	27
More street trees, wider boulevards, and other elements that improve the streetscape		31.0%	18
Other - Write In		17.2%	10
Other - Write In		3.4%	2

Other - Write In	Count
The Minnesota bridge needs a sidewalk and handicap access. I have many times had a disabled person Using the driving lane on that two way bridge.	1
Barriers between bike lane/walking lane and road, especially in winter when snow fills in the bike lanes	1
Crossing major roads is the hardest part. Having pedestrian bridges for each of these large roads would be great.	1
Greenway is very dark in the winter months early in the evening	1
I wish the city would enforce the leash law on the Greenway and make better signs for dog owners.	1
More surveillance on greenway (have been harassed and followed before)	1
Safer routes through/around downtown	1
Sidewalks Lowes better and safer in the winter. Sooo many places to walk when it is nice	1
Snow and ice was cleared from sidewalks more often	1
Underground tunnels with heat	1
Totals	10

Other - Write In	Count
Safer east/west and north/south routes through town	1
They added a sidewalk to the Kennedy bridge but need something on the point EGF Besides the pedestrian bridge.	1
Totals	2

Other - Write In	Count
Totals	0

9. Choose the TOP THREE locations where it is most important to you to improve conditions for cycling and walking.



Value		Percent	Responses
Neighborhoods whose residents rely on walking the most		31.0%	18
Neighborhoods whose residents have the greatest health risks		5.2%	3
Areas of the cities that lack sidewalks		53.4%	31
Areas where the most people live or work		12.1%	7
Streets connecting children to schools		34.5%	20
Streets connecting people to bus/transit stops		6.9%	4
Connectivity to local and regional destinations		27.6%	16
Along and across rail tracks		8.6%	5
Streets connecting people to parks, libraries, schools, universities and places of worship		34.5%	20
Streets connecting people to grocery stores, convenience stores and farmer's markets		34.5%	20
Streets connecting people to local businesses, services, and employment hubs		24.1%	14
Other - Write In		12.1%	7

Other - Write In	Count
A decent connection to the south end between the cities.	1
Greenway - the paths are sub par at best.	1
Neighborhoods that have become forgotten and run down	1
Please expand the Greenway south before there is too much development/NIMBY opposition	1
The Greenway	1
Underground tunnels with heat	1
greenway	1
Totals	7

Other - Write In

Count

Totals

0

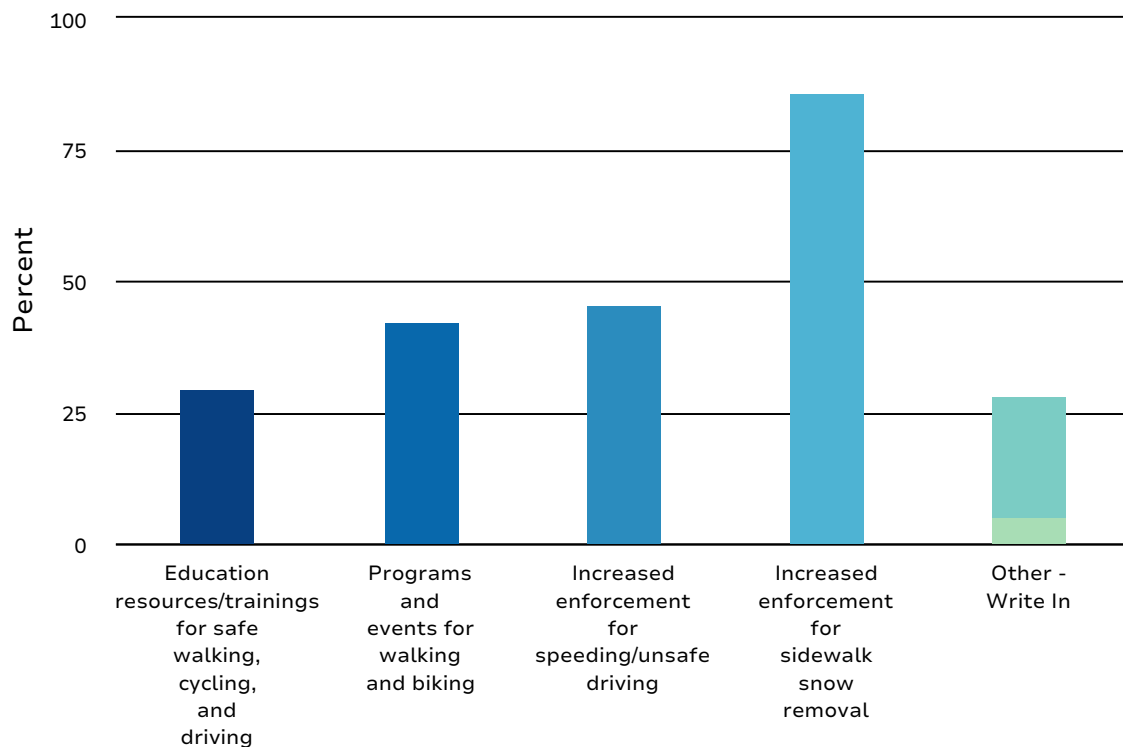
Other - Write In







Count

Totals

0

10. What are the TOP THREE non-infrastructure investments that would increase the likelihood of you making trips by walking or biking:



Value		Percent	Responses
Education resources/trainings for safe walking, cycling, and driving		29.8%	17
Programs and events for walking and biking		42.1%	24
Increased enforcement for speeding/unsafe driving		45.6%	26
Increased enforcement for sidewalk snow removal		86.0%	49
Other - Write In		28.1%	16
Other - Write In		5.3%	3

Other - Write In	Count
ADA compliance	1
Better infrastructure. No need to break a collarbone due to broken sidewalk.	1
Better safety for stolen bikes	1
Cleaner sidewalks, places like the columbia over pass get littered with trash and broken glass bottles and remain for days	1
Educate drivers to stop behind cross walks and stop signs, etc.	1
Enforcement of the leash law	1
Increased animal control/enforcement of leash laws	1
Increased fines for long wait times when trains are crossing 42nd and University.	1
Increased presence of policing on greenway	1
More water fountains along paths	1
Parks district clear trails in winter, after summer storms	1
Require leashes on all bike paths	1
Safe way to store bike in public- somehow lower risk of getting stolen in public areas (personal locks easily broken)	1
Traffic enforcement of CYCLISTS needs to be addressed. They're often the most egregious offenders.	1
Work with local cycling groups for more	1
more surveillance/safety measures downtown by greenway	1
Totals	16

Other - Write In	Count
All sidewalks need ramps instead of curbs	1
Enforce leash law on greenway	1
maps showing routes	1
Totals	3

Other - Write In

Count

Totals

0

11. In a few words, please list any other priorities or investments you believe would increase rates of cycling and walking in Grand Forks.

ResponseID	Response
13	strong complete street policies in both communities so that an identified barrier like the Washington Underpass actually includes in its programmed improvement better bike facility so that the project documentation clearly identifies what if any consideration for improving biking was investigated and reasons why none are being implemented
14	More "mixed use" connectors to accommodate peds and cyclists. An example is on the south end of Grand Forks along 47th Ave that links all the way from the Greenway to Kings Walk. Additional wide paths like that along the major east-west roads would likely be well used.
18	We need to be better able to get across South Washington, Demers, and Gateway to reach existing bike trails.
19	Signage and wayfinding on the bicycle system is the highest priority to me. An interactive and user friendly mapping system would make it much easier and more safe for users on the system.
21	Education about the benefits of walking/cycling. People in Grand Forks generally seem to have a negative attitude towards non-motorized transportation
24	red stop lights at bike crossings to safely get across the roads. The amber lights stop only 50-65% of drivers
25	A barrier between the bike lane and the road. I would bike and walk so much more often if this barrier existed. I know several people that would invest in a bike if there was a barrier. Too many cars slide or swerve into the lanes

ResponseID Response

28 A lot of the places I go are major places but i had to walk for a whole year (my car was broken, i still walk when i have my car, just less frequently), the biggest detriments to that walking was lighting (on demers between 42nd and columbia), dirty w/trash, dog feces, broken glass (columbia over pass), snow and ice (columbia both directions, especially the stretch between the overpass and starbucks on columbia), and connection, maybe it's by design but the sidewalk takes a winding path on 42nd heading to target, before the curve the sidewalk ends and turns into the neighbor hood and feels like i have to go out of my, better signage may help as well if it's for safety reasons or something, but i would prefer to stay on 42nd and not walk through a neighborhood Also, someway for a pedestrian to get around, over, or under the train stop on 42nd and Demers would be helpful, I would leave earlier than i needed to but then be stopped by a train where I would either have to wait and be late, or jog the mile or two it takes to get from 42nd to columbia to take the overpass and take the long way, if there is someway for pedestrians to get around the trains, that would be so helpful

41 I think that if you put more cross walks in there will be a higher change that people will ride their bike in the summer. I know that because lack of cross walks it would make me feel unsafe if I was riding.

42 It is NOT safe to ride a bike on the streets of grand forks. The round-about by Discovery school needs flashing pedestrian, walking signals.

45 I live near the Greenway and it's the perfect place to walk my dog. It's a constant struggle with all of the off-leash dogs. There has to be a way to better enforce.

46 Enforcing all pets must be on leash. Can't even use the Greenway anymore because every time an off-leash dog approaches my on-leash dog.

50 Extend the paved trail system around the west side of Grand Forks, the trail system is mostly along the river. When it floods it impacts walking and cycling. Create more flashing crosswalks at busy intersections. Extend trails into the county along major roads, for example, create a trail out to the airport or past it. Cavalier has a beautiful trail system. A better trail system, along with the GF Parks taking a bigger step to care management of the trail system will allow users to spend more time outdoors year round.

51 Stronger complete streets policy. A proactive bike and walk committee

55 Plow what we have.

56 Better connections from the outer areas of the city (we're in the southern newer developments), comprehensive rules and support for e-bikes and e-scooters, more playgrounds or other destinations.

61 Better lighting on the greenway walking paths in the winter months. It is dark by 5pm and most of the greenway is too dark to use

ResponseID Response

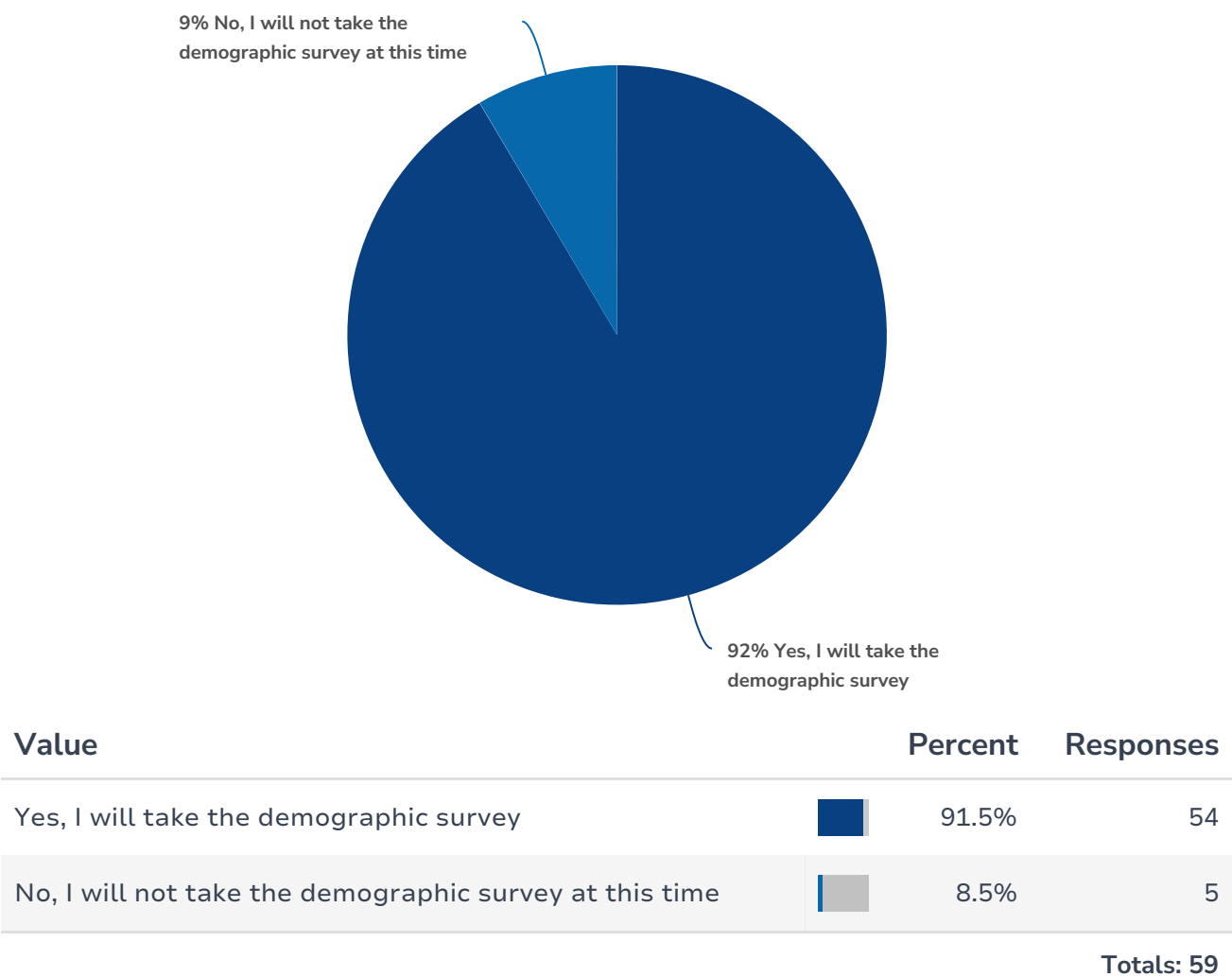
- | | |
|----|--|
| 63 | continue to expand the Greenway trails. Expand down to the Country Club. Also get EGF to improve maintenance on their paved trails. The cycling crossing of Gateway at Columbia Road is dangerous. Also work on a pedestrian bridge over the trainyard through the UND campus to connect to the train by the coulee. |
| 68 | There needs to be another access to the south end pedestrian bridge near the pump station in Peabody addition. Straight down greenway Blvd in EGF so a person does not have back track into the neighborhood on 4th Ave SE to get to the pedestrian bridge! |
| 70 | South end Bridge, more bathrooms and water fountains along Greenway that are kept up |
| 73 | Increase knowledge of paths and rules for those unfamiliar with biking. I'm not a hardcore biker but I like to bike, however I don't know how to bike in Grand Forks so I don't. |
| 74 | Having the greenway connect better throughout town or be continuous instead of starting and stopping the trails around town. |
| 78 | Increased snow removal. It is very hard to do anything outside if the sidewalks have not been shoveled or cleaned |
| 81 | Lighting on the greenway, especially for winter walkers. Better winter management of greenways. |
| 89 | Infrastructure that allows for the safe crossing of the major streets. Washington has a couple of under passes but they don't exist anywhere else. |
| 91 | Just better spaces and availability |
| 92 | So many of the sidewalks in grand forks end in narrowed spaces or aggressive bumps that are nearly impossible to pass comfortably for anyone that is a wheelchair user or pushing a wide stroller. It's so bad that I've had to repair damage to my bike caused by the busted infrastructure. |
| 95 | Warmer weather |
| 98 | Making it safer to bike/walk all over grand forks. Making it more accessible to bike/walk. More bike lanes on ALL ROADS. Doesn't matter where. ALL ROADS. Need better snow removal for biking/walking sidewalks. Better safety and security for bike parking. More locations by stores for parking bikes. |

ResponseID	Response
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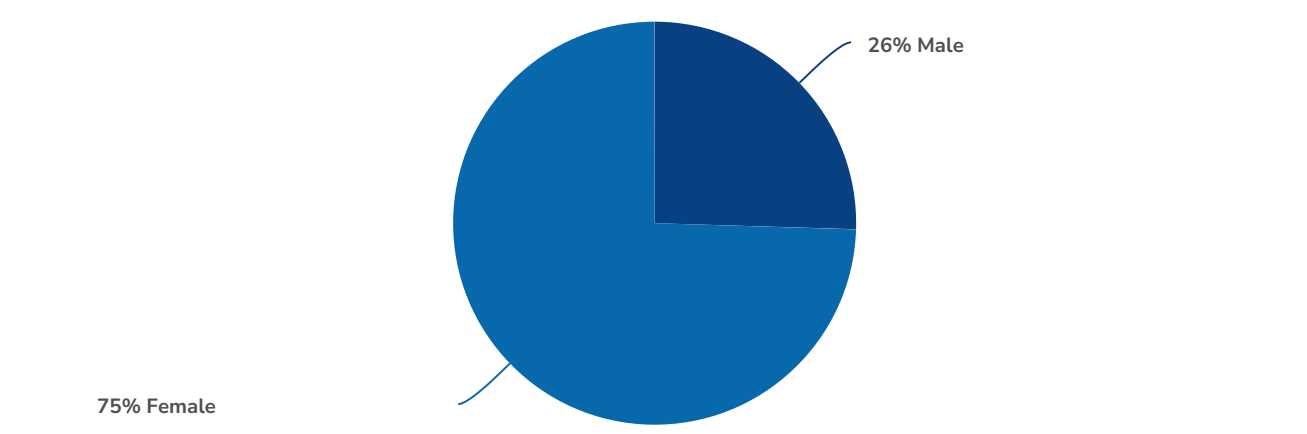
105	Making the greenway usable all year round and throughout the entire course--more bathrooms, water fountains, surveillance, cleared paths in the winter. South-end bridge to connect GF/EGF greenway. Better safety infrastructure (crosswalks, lights, etc. by Phoenix elementary)
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108	Warming centers at stops.
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12. Will you participate in a short demographic survey?



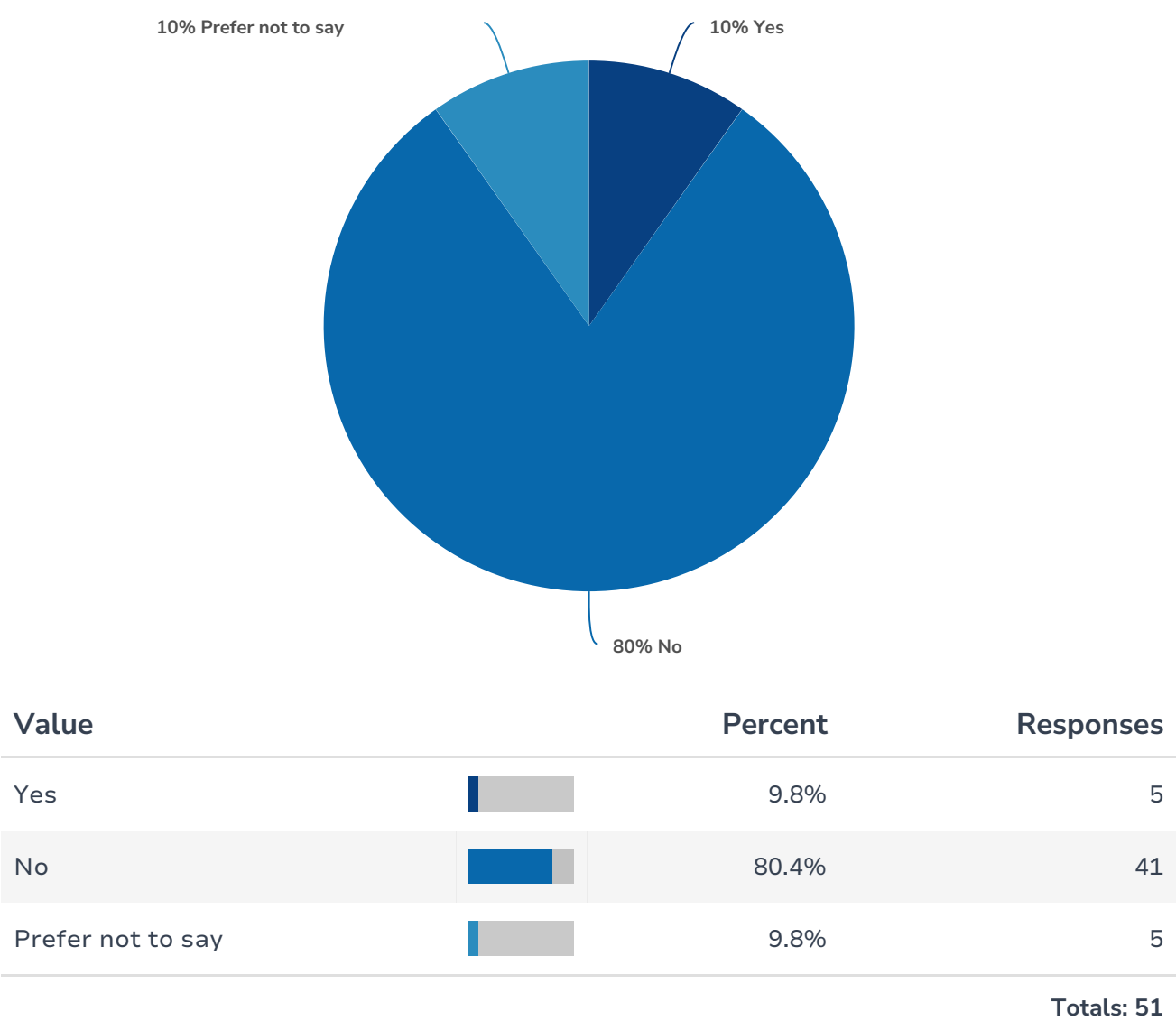
13. Gender



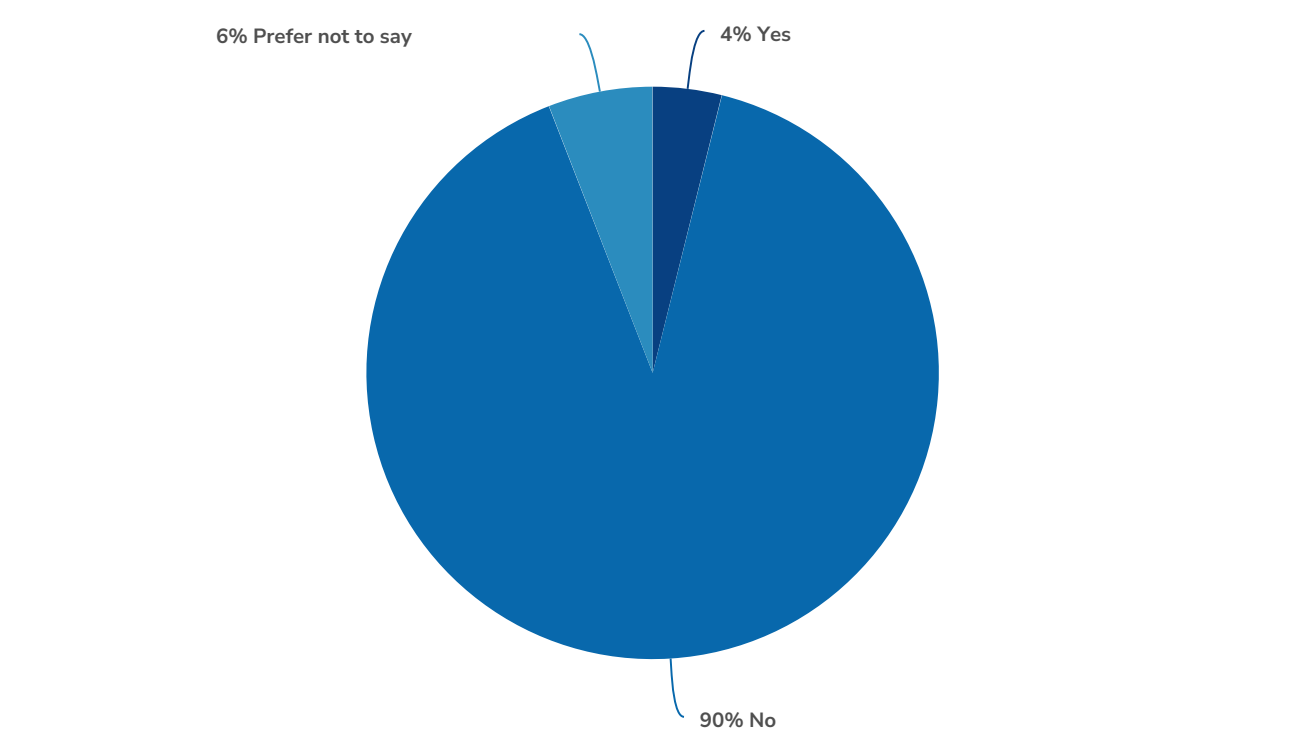
Value		Percent	Responses
Male	<div><div></div></div>	25.5%	13
Female	<div><div></div></div>	74.5%	38
Totals: 51			

Other - Write In	Count
Totals	0

14. Disability (including but not limited to self-reported hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty)



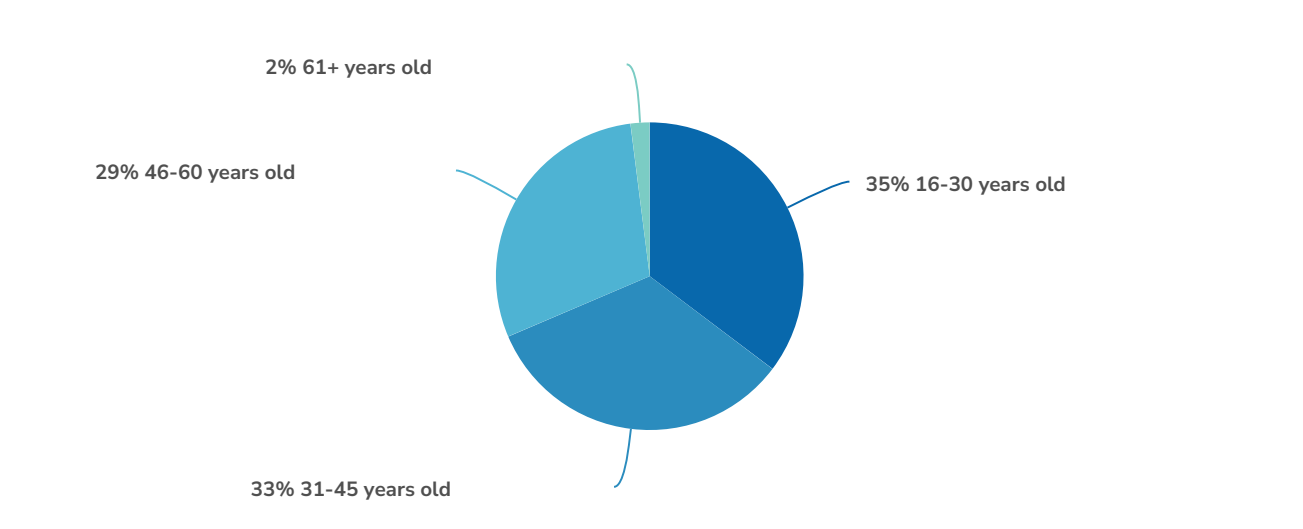
15. Do you receive public assistance (e.g., cash assistance, housing, energy assistance, WIC, food stamps, national school lunch program, Medicaid, child care assistance)?



Value		Percent	Responses
Yes	<div><div></div></div>	3.9%	2
No	<div><div></div></div>	90.2%	46
Prefer not to say	<div><div></div></div>	5.9%	3

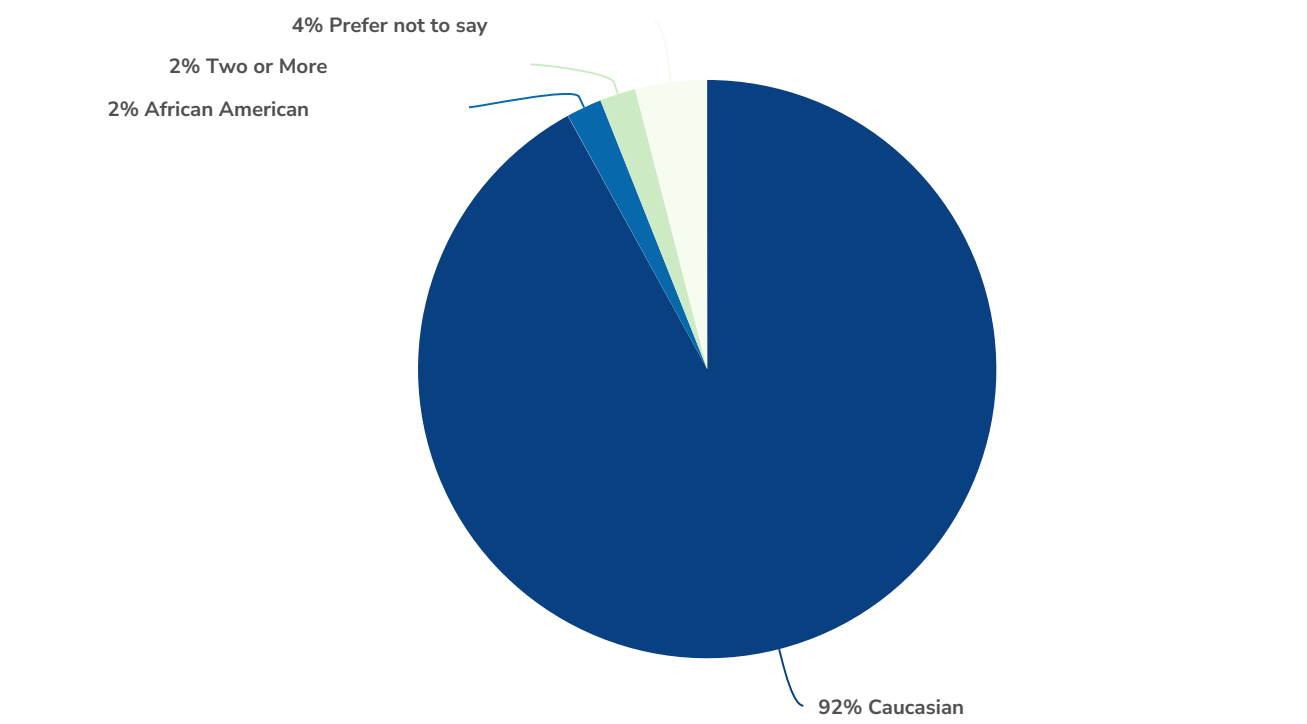
Totals: 51

16. Age



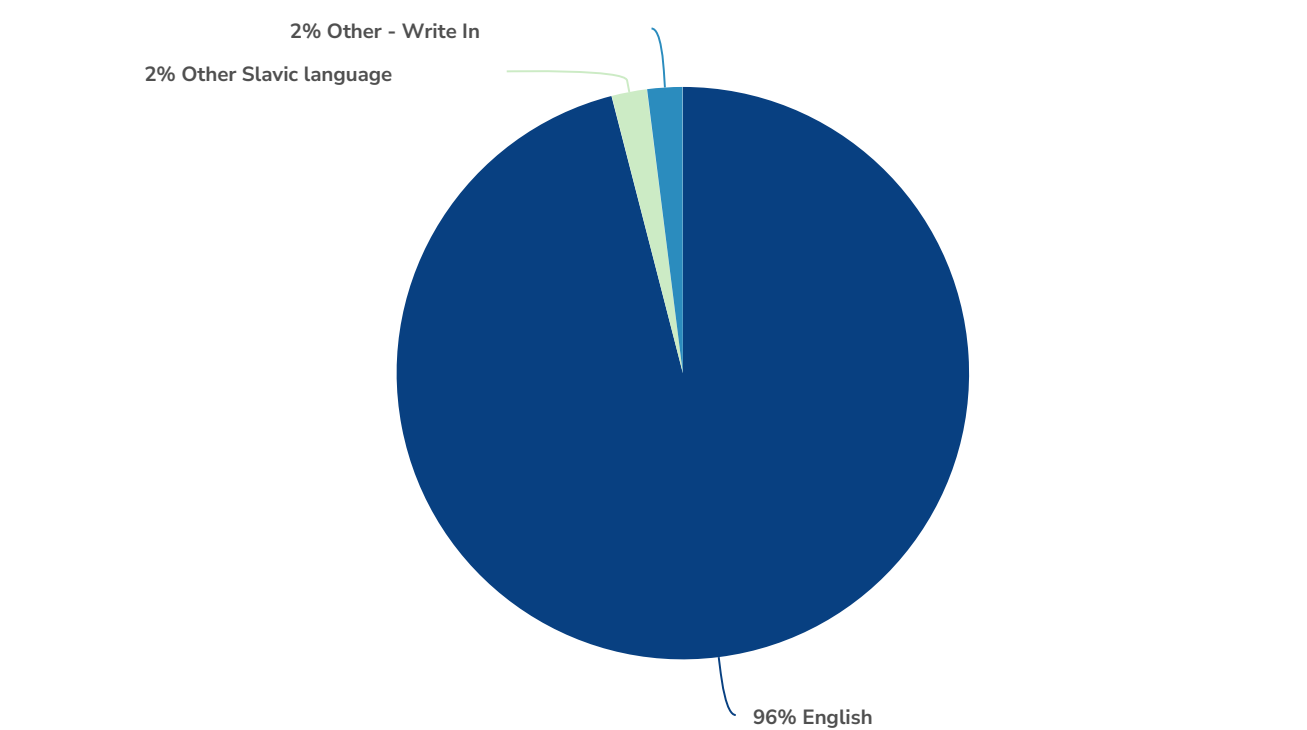
Value		Percent	Responses
16-30 years old	<div><div></div></div>	35.3%	18
31-45 years old	<div><div></div></div>	33.3%	17
46-60 years old	<div><div></div></div>	29.4%	15
61+ years old	<div><div></div></div>	2.0%	1
Totals: 51			

17. Ethnicity



Value		Percent	Responses
Caucasian	<div><div></div></div>	92.0%	46
African American	<div><div></div></div>	2.0%	1
Two or More	<div><div></div></div>	2.0%	1
Prefer not to say	<div><div></div></div>	4.0%	2
Totals: 50			

18. Language most frequently spoken in your home:

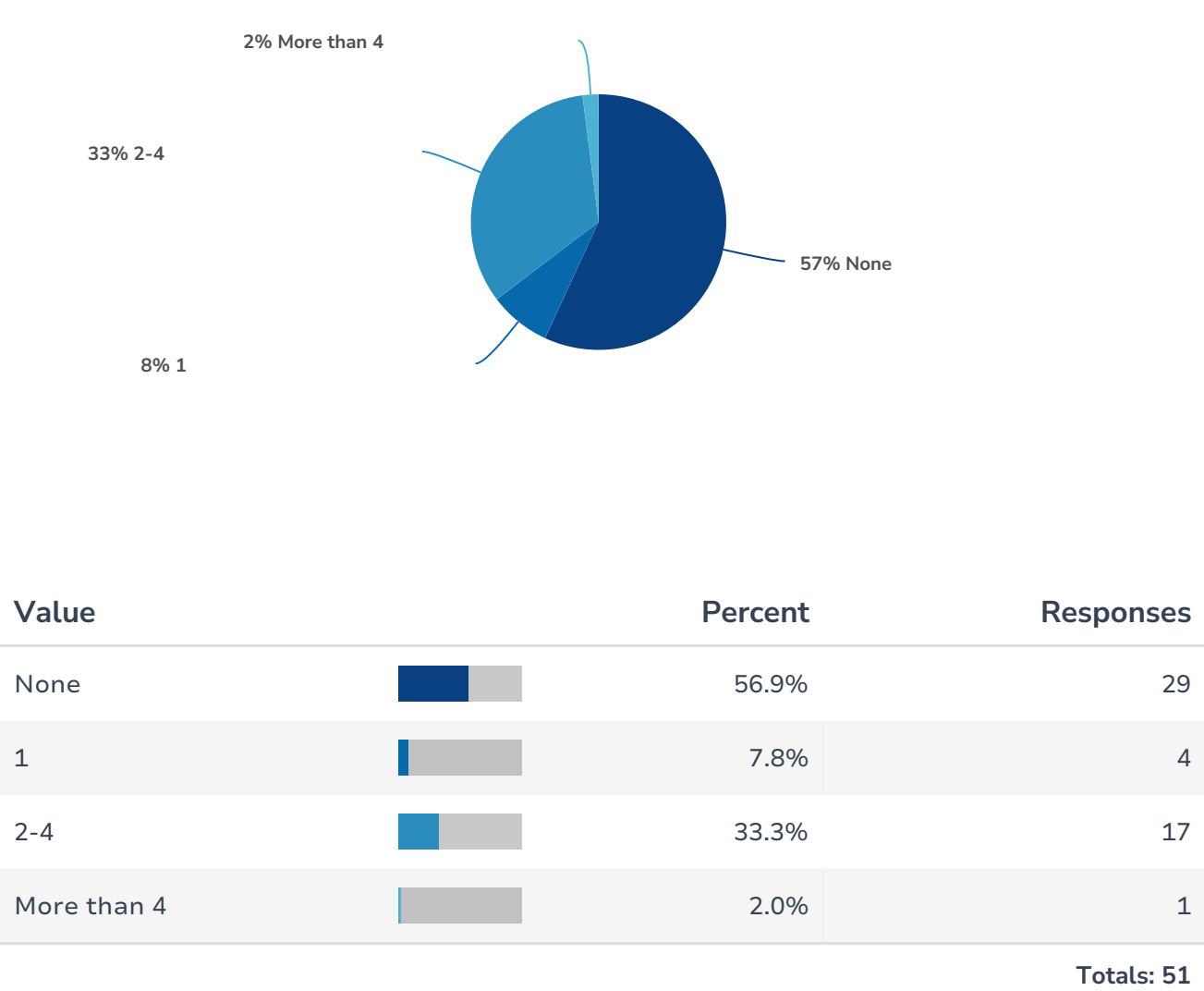


Value		Percent	Responses
English	<div></div>	96.1%	49
Other Slavic language	<div></div>	2.0%	1
Other - Write In	<div></div>	2.0%	1

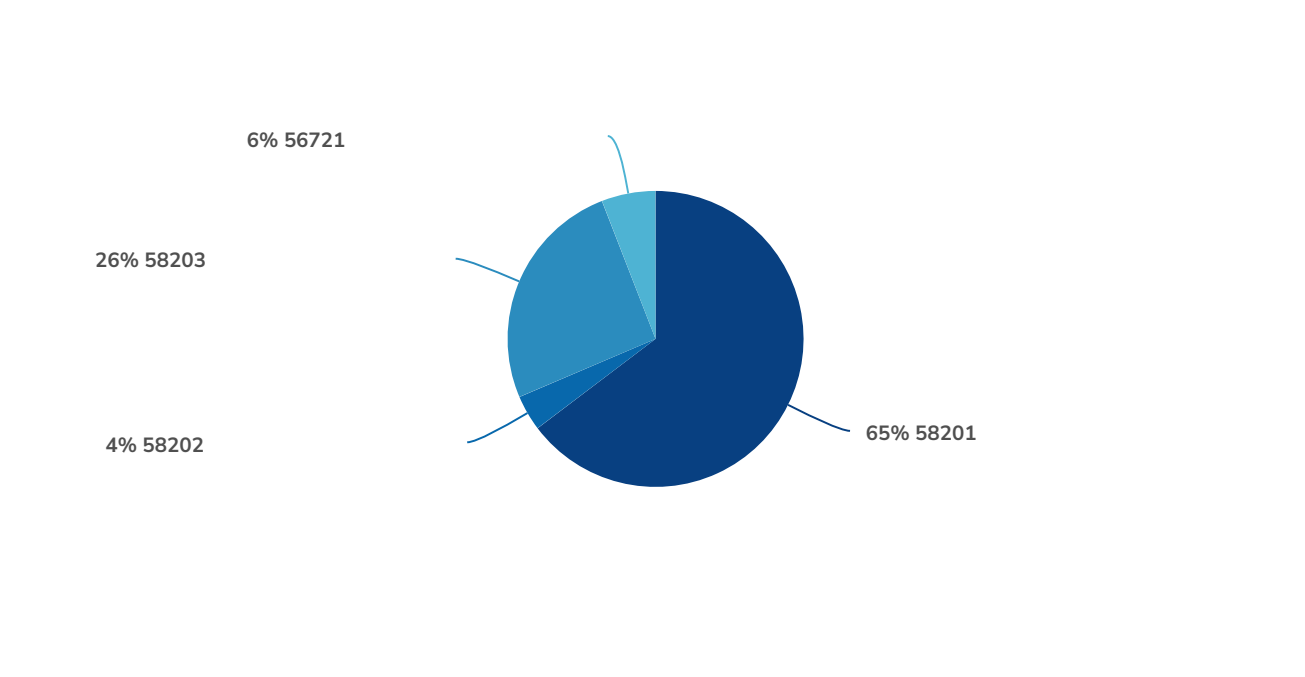
Totals: 51

Other - Write In	Count
prefer not to say	1
Totals	1

19. Family and dependents – How many children or dependents do you have?



20. In what ZIP code do you live?



Value		Percent	Responses
58201	<div><div></div></div>	64.7%	33
58202	<div><div></div></div>	3.9%	2
58203	<div><div></div></div>	25.5%	13
56721	<div><div></div></div>	5.9%	3
Totals: 51			

Other - Write In	Count
Totals	0