

APPENDIX F - PRIORITY CONCEPTS ENGAGEMENT SUMMARY

OPEN HOUSE ENGAGEMENT INTRODUCTION

The Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) is updating their bicycle and pedestrian master plan (the Bike/Ped Vision). The update process developed a network of recommended bicycle and pedestrian facility investments and provided a method for prioritization.

Developing a regional multimodal network is not without challenges, especially when retrofitting a network into existing communities throughout Grand Forks and East Grand Forks. Adding or improving bicycle and pedestrian facilities must be balanced against other competing needs, such as street parking, private property access, historic uses, and more. Recognizing this, the study team worked with the MPO and cities to develop typical sections for five of the recommended investments from the bicycle and pedestrian that were believed to present unique challenges to implementation. These concepts were used as a feasibility tool. The five corridors that were developed into concepts were:

Grand Forks

University Avenue – North 3rd Street to North Columbia Road

13th Avenue South – South Columbia Road to Greenway

17th Avenue South – South 20th Street to Belmont Road

East Grand Forks

River Road – River Road to 21st NW to the Levee

Rhinehart Drive – Bygland Road to Greenway Boulevard



JOIN US FOR AN OPEN HOUSE!

In 2023, the MPO will finish its update to the bike/ped master plan. The new plan recommends on-street bike lanes along your street and the others, which could affect on-street parking for some blocks.

Come and participate in a digital open house to learn about the proposed designs and schedule, and share your feedback.

For more details and to RSVP visit theforks-bikepedplan.com



SCAN ME!



Virtual Public Open Houses

The virtual public open houses were hosted via Zoom during the week of March 27th, 2023. Each priority corridor received one evening session, which was advertised online and via a postcard mailer (**Figure 1**) to potentially impacted properties. Each session included a presentation about the plan update, the specific corridor concept, a tutorial on using the interactive online mapping platform, and an open discussion about the concept. The presentation slide deck is included as **Attachment A**. The rest of the open houses were

Figure 1. Project Mailer

Corridor Concept Typical Sections

The Corridor Concept Typical Sections are included in with each corridor draft concept summary. These are planning level suggested typical sections for visualizing possible layouts for these projects, and do not reflect or imply a final design decision. By request of the City of Grand Forks, draft concepts for University Avenue, 13th Avenue South, and 17th Avenue South include additional typical sections to illustrate how the improvement would address the variety of roadway configurations throughout the corridor.

Corridor Concept Feedback

Feedback was collected using INPUTiD, a web-based comment mapping utility. The INPUTiD can be viewed here:

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

A copy of the INPUTiD comments as they pertain to individual concepts are included with the summary of each corridor draft concept presentation summary.



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01 – CITY OF GRAND FORKS DRAFT CONCEPTS



UNIVERSITY AVENUE CORRIDOR

DRAFT CONCEPTS

University Avenue – North 3rd Street to North Columbia Road

The virtual open house for the University Avenue corridor concept was held on March 28th from 5:00 p.m. to 6:30 p.m. The virtual open house was attended by 15 people. The concept presented was a mixture of separated, buffered, and traditional on-street bike lanes connecting 3rd Street north of Downtown Grand Forks to Columbia Road at the eastern boundary of the University of North Dakota. The Open House presentation explained the concepts and gave details as to where concept alternatives could be developed along the corridor. After the presentation concluded, the project team gave a tutorial of the interactive mapping application, INPUTiD, and used the map to lead a discussion about the corridor concepts. A copy of the presentation slide deck and the INPUTiD comments are included as an attachment to this memo. A summary of the comments and discussion is provided below:

University Avenue Corridor Concept Open House Summary

The following were the topics of discussion at the virtual open house:

- Parking along the corridor is an issue, and not just for storing personal automobiles. At several points during the open house discussion, members of the public voiced concern that removing/reducing parking along University Avenue would encourage speeding along the corridor.
- Participant comments also focused on how any changes to the roadway to support both biking and walking along and across the corridor. Crossing University Avenue is, as one participant mused, “not for the faint of heart”. Another voiced concern over the number of children they have seen crossing University Avenue and how this would synergize with pedestrian needs.
- The current shared bike/bus lane is not sufficient for “interested but concerned” cyclists, especially at intersections. Meeting participants stated that it was difficult and confusing to navigate between the forward lane, bike/bus lane, and turn lane at major intersections like Columbia or Washington Street.
- Several meeting participants stated that nearby roads would offer a better, lower-traffic alternative for a bicycle connection, namely 1st Avenue, 2nd Avenue, or Dyke Avenue, especially if there were better wayfinding signage to direct cyclists to facilities.
- Snow removal and usability during winter was also an important issue for open house participants. Sidewalk snow removal along the corridor is inconsistent, and the street becomes much narrower as snow piles up over the course of the season.
- The participants were concerned about how this project would fit into the beyond long-term vision for the corridor.

University Avenue Corridor Concepts Open House Findings

Owing to the nature of the discussion and content of comments from the open house indicate that any recommendations or planned changes to University Avenue should be developed from the findings of a more comprehensive study of corridors. Any future recommendations should be made via a full study with in-depth community engagement.

The City of Grand Forks and the Grand Forks-East Grand Forks MPO should consider demonstration, quick-build, and interim projects to implement different road and facility designs in a shorter time frame and at a lower cost as part of future project development. Things like quick-build and interim facilities can be altered or removed, while demonstration projects are intended to test out a new or different roadway design on a temporary basis.

UNIVERSITY AVENUE CORRIDOR

DRAFT CONCEPTS

The project team developed a draft cross-sections for University Avenue between North 25th Street and Columbia Road in Grand Forks.

Cross sections of draft corridor concepts are only meant to illustrate one possible configuration for linear biking and walking facilities along University Avenue, and do not include recommendations for intersection improvements. Likewise, the plan view segment is for illustrative purposes only, and does not reflect or imply a final design decision.

Concept 1

UNIVERSITY AVENUE (GRAND FORKS)

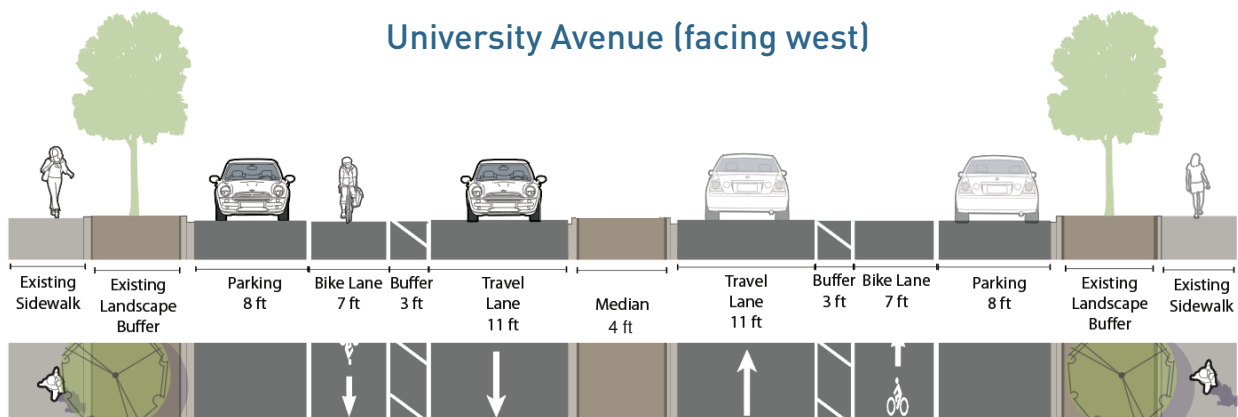
PROJECT EXTENT: N 3RD ST TO N COLUMBIA RD

PLAN VIEW SEGMENT: N 25TH ST TO COLUMBIA RD

DRAFT



University Avenue (facing west)



About the Concept

- Assume existing 65' curb to curb
- Add buffered bike lane in each direction / maintain parking
- Consider adding vertical element to buffer to create a separated bike lane (would need to switch parking and bike lane if maintaining parking)
- To maintain parking and maintain preferred buffer bike lane widths, would need to reduce width of center median and eliminate center turn lane
- This is concept-level only; project characteristics will need to be more fully vetted with feasibility study, community engagement, etc. to determine potential impacts

UNIVERSITY AVENUE CORRIDOR

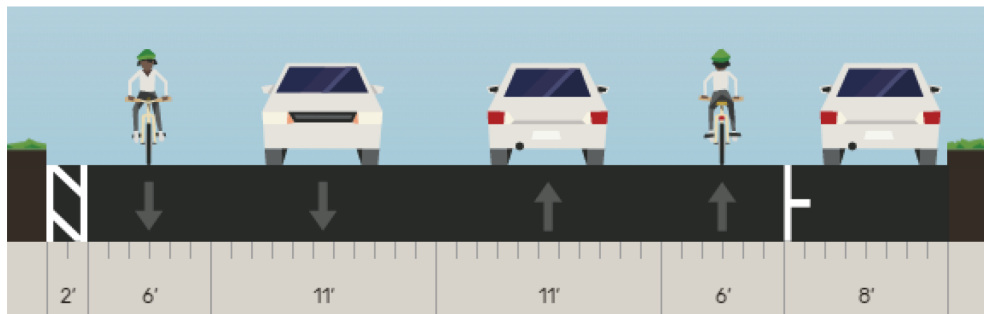
DRAFT CONCEPTS

The project team developed additional draft cross-sections for University Avenue.

These cross sections were developed to show how the linear multimodal facilities would accommodate the variety of roadway cross sections throughout the corridor. Again, these are only meant to illustrate a possible configuration for linear biking and walking facilities along the corridor, and do not include recommendations for intersection improvements, nor are they meant to imply a final design decision.

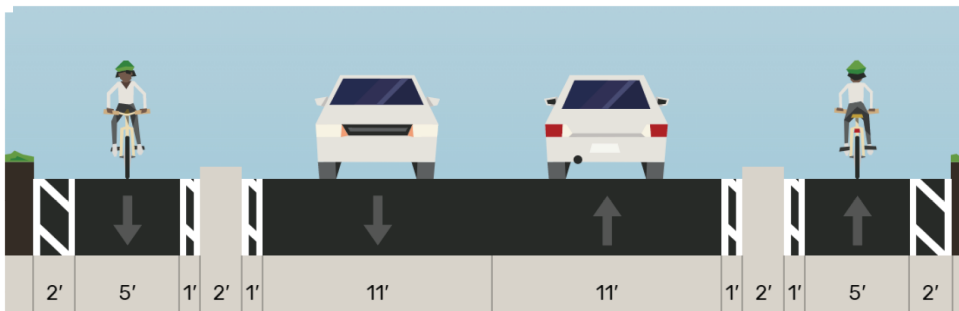
University - Additional Sections (Looking West)

East of 20th St (Option 1)



- Assume 45 ft curb-to-curb
- Parking currently permitted on both sides of the street
- Remove parking from one side of street
- Implement standard bike lanes

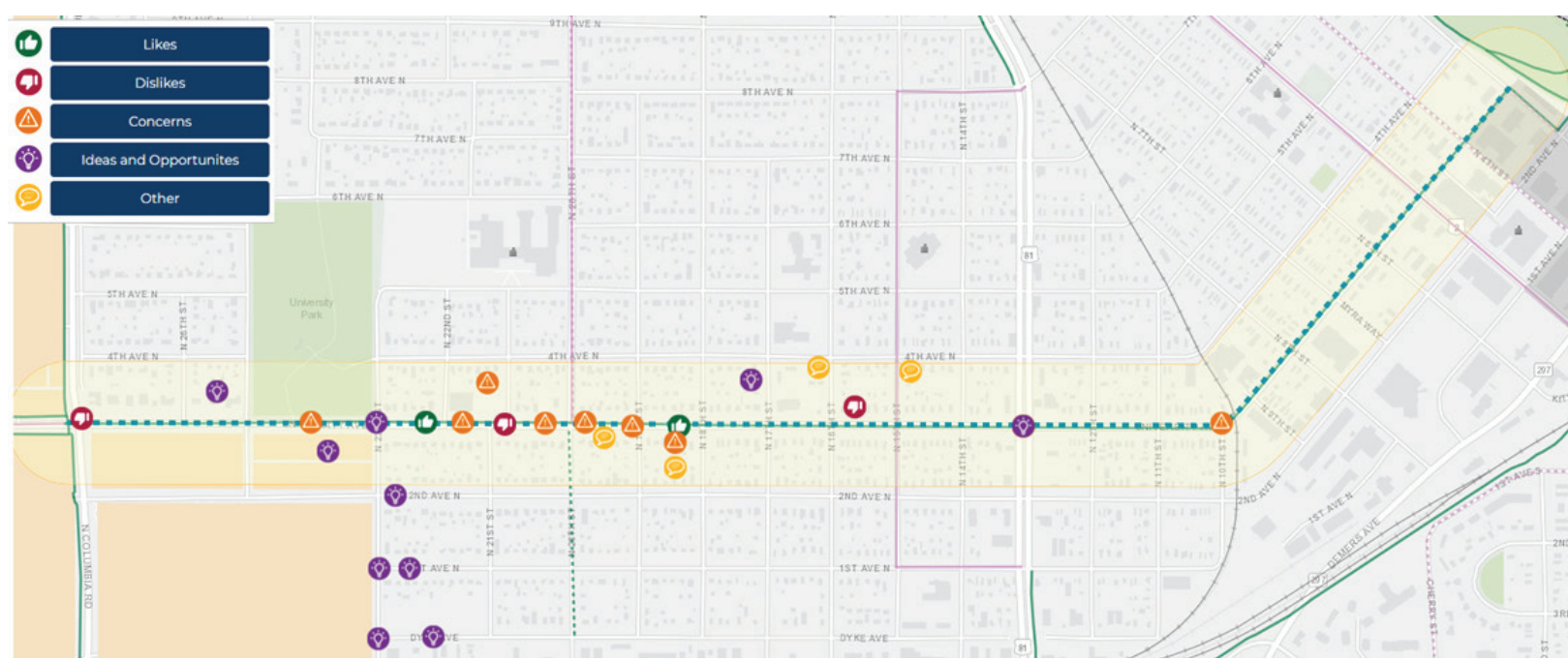
East of 20th St (Option 2)



- Assume 45 ft curb-to-curb
- Parking currently permitted on both sides of the street
- Remove parking from both sides of street
- Implement one-way separated bike lanes with 2 ft curb with 1 ft buffer on each side

UNIVERSITY AVENUE CORRIDOR DRAFT CONCEPT PUBLIC FEEDBACK

INPUTiD Map



University Avenue Draft Concept INPUTiD Comments

Comment Type	Comment	Likes	Dislikes
Ideas and Opportunities	University is a high traffic corridor. Consider directing biking/walking traffic to nearby alternatives like Dyke Avenue or First Avenue	2	0
Reply Comment	This is less traveled; especially Dyke Ave. Build an overpass over Washington for biker safety.	0	0
Ideas and Opportunities	Examine this as an alternative alignment for bike facilities	1	0
Ideas and Opportunities	Examine this as an alternative alignment for bike facilities	2	0
Concerns	Removing parking here would make the road like a freeway.	1	1
Reply Comment	If that was all that happened, I'd agree. But if I understand the sketches correctly, the auto drive lanes would be narrowed to add bicycle infrastructure. I suspect narrower lanes would slow auto speeds, especially if the bike lanes were protected with a curb.	3	0
Reply Comment	Respectfully disagree. Living here 36 years, I have history of the neighborhood	0	1
Reply Comment	A physically separated bike lane would go a long way to calming traffic vs a sparsely used parking lane that gives the impression of a wide road and higher DESIGN speed.	0	0

Comment Type	Comment	Likes	Dislikes
Concerns	How are these proposed concepts going to fit in with other plans put forward by citizens/other organizations. What work will the city/MPO do to make sure that previous feedback and engagement from the community is used?	2	0
Reply Comment	We need to listen and respect the direct impact to owners of these properties	1	0
Reply Comment	Its disheartening to see so many defending a road with rural highway like dimensions and 30 mph speed limit. Who would actively choose to have their street structured like that? Versus a multimodal street that is necessarily slower and more human scaled.	0	1
Concerns	What will adding bike lanes and removing parking do to property values and property taxes?	2	0
Reply Comment	A previous councilman stated it did lower values in his hometown and made a freeway atmosphere	0	1
Reply Comment	It would be interesting to see if the city has any information on the impact of bicycle lanes/access to biking infrastructure has on property value. As it relates to loss of street parking, I believe Grand Forks city code requires all houses to have vehicle parking within the bounds of their property, so loss of street parking is a loss of additional parking. That may not be the case in all towns and thus adding bike lanes at the expense of more parking would have a greater potential to impact property value	1	0
Reply Comment	A freeway atmosphere? Bicycle traffic is the antithesis of a freeway atmosphere. Especially when you consider that if a person is not biking, then they are gonna be driving here. THIS, the additional car traffic, would be the thing that makes city streets like a freeway.	1	1
Concerns	University and Washington is scary to bike through. Shared lane does not seem to be sufficient. It is difficult to thread the needle between the forward lane and the turn lane.	1	0
Reply Comment	I was so disappointed to see the widening of Columbia Ave when it was getting repaired a couple years. The berm was taken out for turning lanes, so now the sidewalk is right up against 30+mph traffic. It made the intersection way more hostile for pedestrians and bicycles.	0	0
Ideas and Opportunities	This would be a great place for a bike jump box (dedicated visible space for cyclists to wait during light cycles).	2	0
Ideas and Opportunities	First avenue north as an alternative route to University for biking, since it has less traffic.	2	0
Reply Comment	Population at UND/Downtown might not know about this route. Maybe with better signing to direct people to the route?	2	0
Concerns	University east of 20th street is mostly rentals. If parking is removed here, where will people park? What will this do to alleyway access?	1	1

Comment Type	Comment	Likes	Dislikes
Reply Comment	This is my soapbox, but I wish our city wasn't so car-dependent. There's an expectation that everyone drives everywhere and then, of course, they must park. That car dependency breeds more car dependency, as places built to accommodate automobiles are scaled to those automobiles - they're not scaled to people and they're not easily retrofitted to anything else. I have some hope that University Ave is a part of town that really could support something else.	2	2
Reply Comment	Removing parking impacts all streets around University Ave. We live in ND and people drive cars. The population of bikers is Far Less. This continues to be a neighborhood. Many families rent and the owners still pay property tax. This is a neighborhood	1	1
Reply Comment	Where will people park that come see their aging parents? How about clients of small home businesses. This affects quality of life	1	0
Reply Comment	It would be useful to see a map graphing all the available parking within even just one block of University Ave. I think there's a real tendency to underestimate just how much of the public right-of-way is dedicated to free storage of personal private property (aka vehicles). This is a street that's mostly made up of detached single-family homes that have garages along the alley in the back. Physically separated bicycle lanes would be a smart, efficient use of the street than the current road that's often extra wide because of the mostly empty parking lane.	0	1
Reply Comment	I want to respond to this: "We live in ND and people drive cars. The population of bikers is Far Less." Is it not the case that people don't bike to get around because isn't safe to bike? People in ND don't walk either, or a small minority walk, should we get rid of sidewalks? Certainly no one (or very few desperate people) walk as their mode of transportation to get around the city, because things are not located within a reasonable distance of each other. But a bicycle can bridge that gap! Having a safe way to do so would go a long way to make that happen	0	1
Concerns	There are a lot of children from near by neighborhoods crossing here. How will these changes to the roadway impact their ability to safely cross?	2	0
Reply Comment	I witnessed a student on 20th get hit by a pickup. It is a concern.	1	0
Reply Comment	Ugh. Motor vehicles are the second leading cause of deaths of children in this country. Our car focused transportation system is a huge disservice to children and independent mobility. Not to mention people who can't drive because of vision or hearing impairment or other health risks like seizures.	0	0
Likes	a buffered bike lane here would really help make University appealing to recreational cyclists and people riding to work.	2	1
Reply Comment	There is no reason bike riders can't use the sidewalk. This could be widened without losing trees. Snow removal could be done with \$ from Knight Foundation. Sidewalks that are cracked would be redone	1	0
Reply Comment	The barrier to just widening the sidewalk is it would HAVE to be toward the street on the berm and exactly where the trees are. Widening it in the other direction would be on private property.	1	0
Dislikes	The corner of Columbia and University feels dangerous when crossing on a bike.	1	0

Comment Type	Comment	Likes	Dislikes
Reply Comment	Shared lane here isn't enough, especially when having to weave between traffic traveling along University while people are trying to turn onto Columbia.	0	0
Reply Comment	University and Columbia would be another good place for a jump box!	2	0
Reply Comment	It was very disappointing to see the road widened after the recent construction from couple years ago. It is aggressively anti-pedestrian with the addition of fast moving turning lanes. The space for which was taken from the berm that used to offer a protective buffer between the pedestrians and the speeding traffic.	1	1
Ideas and Opportunities	University needs better symbols and signage to remind drivers to share the road with cyclists.	3	0
Concerns	I am concerned that the city will not take adequate steps to consider the needs of the people living along the corridor.	2	0
Reply Comment	If parking is removed in University Ave, how will that impact their daily life for family gatherings or small home business they may have in their home? Quality of life for this neighborhood.	1	0
Dislikes	How will this including bike lanes/removing parking impact crossing safety along University? Crossing University is not for the faint of heart!	2	0
Reply Comment	Many older people live in these homes. Winter will be especially dangerous. Secondly, how many children cross University to attend Valley Middle School and Winship Elementary? Safety concerns	1	0
Reply Comment	I would hope that with the addition of more pedestrian and bike friendly traffic layouts, the speeds that cars travel reduces (either posted speed limit, or how much over the speed limit traffic actually flows at) since the roadway is no longer structured like a single use thoroughfare, and drivers cant subconsciously zone out	2	0
Reply Comment	One thing to keep in mind: the concepts presented are for the lanes/sidewalks/multi-use-paths. There are no concepts given for intersections.	0	0
Ideas and Opportunities	Have you looked at expanding the sidewalks to make a boardwalk vs. removal of parking as I suggested many times	1	1
Reply Comment	You could do this without tree removal. The cracked sidewalks would be repaired and cared by the Knight Foundation	0	1
Ideas and Opportunities	I bike commuted to UND for 16 years in spring, summer and fall and I support enhanced biking facilities. I wonder if limited parking to one side of the street is a more realistic idea. Even that has resulted in push back in the past unfortunately.	1	2
Reply Comment	Respectfully disagree. Big difference when you live here and pay taxes here. Safety crossing this street is not easy. Winter is dangerous. If it's raining, you would stand in the street until traffic passes. Think about quality of life for the neighborhood.	1	1

Comment Type	Comment	Likes	Dislikes
Reply Comment	Bicycle infrastructure, something that's a much slower and way less noisy mode of transportation, is a massive improvement to the quality of life of the neighborhood.	0	0
Concerns	One side of the street would be voted down by The Red Pepper as in years past. Then, it would be the North side of University and people and children would have to cross multiple times daily. Safety is an issue.	2	0
Other	I bike commute along University year 'round. When the bicycle icons painted on the street are clear, then there are more people willing to ride, and the cars have a better understanding of how to interact with bikes. This is particularly true at intersections (where the icons are faded).	2	0
Reply Comment	I agree with this idea. Though I'm not a regular bike commuter here, I have used University Ave and 2nd Ave to bike between campus and downtown in summer. The dedicated lanes would add a lot clarity to those bike/auto interactions. Best of all would be narrowing the auto lane to slow auto speeds.	1	1
Reply Comment	I disagree with taking parking away, curbing for bike paths for a small minority and disrespecting people who would be impacted daily. There are other alternatives that have been presented since 1990.	1	1
Other	What is the Long Long range plan for University Ave? Is it to connect UND to downtown? Is it to eventually put an electric trolley system in the middle of the Corridor?	3	0
Reply Comment	I love this idea in the "long, long" term (or maybe the not-so-long term, too). I understand there used to be a trolley on this corridor, and I suspect it's one of the few (only?) corridors in the community that could support such a thing with it's size, scale, land use, and connectivity. But I don't think it would succeed without some incremental actions over years to "thicken" the streetscape. Some modest investment in multi-modal transport is a good first step.	1	1
Reply Comment	When UND pays for my property taxes, then they would be respected as a stakeholder that affects citizens in the neighborhood	0	1
Reply Comment	Bicycle infrastructure is a fantastic boost to the quality of life of the neighborhood. The current alternative is a 30 mph (if you're lucky) loud and fast motor vehicle traffic.	0	0
Ideas and Opportunities	I've frequently mentioned the idea of converting Dyke avenue into a bike and bus corridor (bus rapid transit, specifically). That has been shot down by engineering as there is not a mathematical way to build an overpass large enough for a bus. Is it possible to incorporate JUST a bike and pedestrian path alongside the railroad overpass? This would provide a low traffic corridor that would have less interaction with vehicle traffic (there are almost no cross streets). And, this would be a great pathway from downtown to UND.	1	0
Reply Comment	I'm familiar with the Dyke Ave BRT concept and don't necessarily disagree with it. However, as time has gone on, I've cooled on it and now feel University Ave is the multi-modal route with the greatest potential.	0	2
Reply Comment	You could keep Dyke route without bus route. That would eliminate width issue. You don't need to go by RR. Other options with our creative engineers	1	0
Other	Ped traffic is interesting in winter many sidewalks end up not being cleared. Additionally in winter the street becomes much narrower	2	0

Comment Type	Comment	Likes	Dislikes
Reply Comment	It is dangerous in many ways.	1	0
Other	I have had a number of people tell me they don't/wouldn't commute to UND because it feels unsafe.	1	1
Reply Comment	There have been many ideas presented to keep bikers safe. This needs to be a thoughtful and respectful decision that affects the neighborhood safety and quality of life.	1	0
Reply Comment	As a parent of a grade school child, we would love to feel comfortable allowing our child to bike to school, but with the state of current bike infrastructure, who feels safe having their kid cross university, or ride with traffic where posted speed limit is 30mph (as the shared lane markers and rules of the road indicate)?	2	0
Likes	I cycle University from Stanford to downtown at least 4 times a week spring - fall. The sharrows have definitely made a difference in my confidence and alerting drivers to sharing the road.	0	0
Reply Comment	Dang we can do better bicycle infrastructure than sharrows. Something where even kindergartners could ride!	0	0
Dislikes	University Avenue street signage for bikes leaves a lot to be desired	2	0
Ideas and Opportunities	I'm wondering if there is a need for bike paths on University. I don't see that many folks biking on the street. 2nd Avenue is by far the safer choice as is 1st Avenue.	1	2
Reply Comment	I've used 2nd. There is less auto traffic... but it's narrower and much, much bumpier. The road surface is in terrible shape for bicyclists.	1	0
Concerns	This area has become a high multiple occupant dwelling area. Each of those occupants has a car, When my driveway was installed it was for a small single car. We have 2 cars and I often need to park on the street. I am hesitant to do that since I had a vehicle totaled by a drunk driver when it was on the street. But if you have 3, 4 or more people in the house where do they park?		

13TH AVENUE SOUTH CORRIDOR

DRAFT CONCEPTS

13th Avenue South – South Columbia Road to Greenway

The virtual open house for the 13th Avenue South corridor concept was held on March 30th from 5:00 p.m. to 5:45 p.m. The virtual open house was attended by 12 people. The concept presented was a mixture of buffered bike lanes, bike boulevards (shared lane with advisory markings), and a shared use path that would connect South Columbia Road to the greenway along 13th Avenue South. The open house presentation explained the concepts and gave details as to where concept alternatives could be developed along the corridor. After the presentation concluded, the project team gave a tutorial of the interactive mapping application, INPUTiD, and used the map to lead a discussion about the corridor concepts. A copy of the presentation slide deck and INPUTiD comments are included as an attachment to this memo. A summary of the comments and discussion is provided below:

13th Avenue South Corridor Concept Open House Summary

The following were the topics of discussion at the virtual open house:

- Most of the discussion focused on the segment of 13th Avenue between Washington Street and the Belmont Road. This is a narrow roadway with mature street trees, overhead power, parking, alleyway, and driveway access. Local stakeholders expressed concern over potential impacts from a new shared use path or on-street bike lanes.
- Avoiding or reducing impacts to street trees along the corridor came up multiple times throughout the open house.
- Open house participants were concerned that a shared use path would reduce the space between private property and the public realm, impact street trees located in the boulevard, remove or reduce parking, or result in new maintenance needs for property owners along the alignment, such as snow or leaf removal.
- Residents along Chestnut and other north-south streets near 13th rely on 13th street for automobile storage during street cleaning and plowing days.
- Participants reported that the cluster of fourplex apartments between 11th and 12th Street have high parking needs and rely on 13th Avenue to meet this need. This is also the location of an elementary school and a popular swimming pool, all of contribute to biking, walking, driving, and parking needs along the corridor.
- Participants also highlighted crossing safety concerns at the intersection of 13th Avenue and 10th Street. Kids are already walking and biking the intersection to visit the nearby pool, park, and school.
- Building along the levee will require coordination with the Army Corps of Engineers to minimize impacts and ensure structures are compliant with levee protection requirements.
- Snow removal was also a concern. Meeting participants wanted to know who would be responsible for snow removal along any new shared use paths.
- Open house participants with children expressed a strong desire for low-stress separated facilities, such as shared use paths.

13th Avenue Corridor Concepts Open House Findings

Owing to the nature of the discussion and content of comments from the open house indicate that any recommendations or planned changes to 13th Avenue should be developed from the findings of a more comprehensive study of corridors. Any future recommendations should be made via a full study with in-depth community engagement.

13TH AVENUE SOUTH CORRIDOR

DRAFT CONCEPTS

The project team developed a draft cross-sections for 13th Avenue South between South Columbia Road and the Greenway in Grand Forks.

Cross sections of draft corridor concepts are only meant to illustrate one possible configuration for linear biking and walking facilities along 13th Avenue South, and do not include recommendations for intersection improvements. Likewise, the plan view segment is for illustrative purposes only, and does not reflect or imply a final design decision.

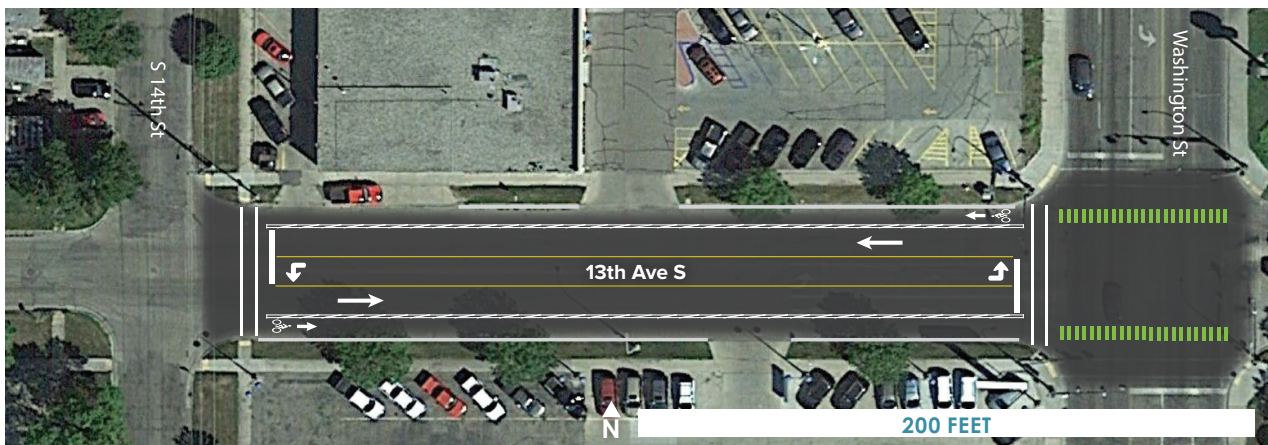
Concept 2

13TH AVE S (GRAND FORKS)

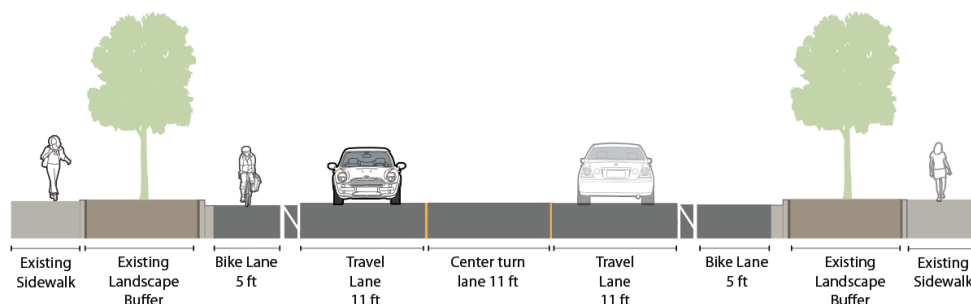
PROJECT EXTENT: S COLUMBIA RD TO GREENWAY

PLAN VIEW SEGMENT: FROM 14TH ST TO WASHINGTON

DRAFT



13th Avenue South (facing west)



About the Concept

- Assume existing 51' curb to curb
- Add buffered bike lane in each direction
- Consider adding vertical element to buffer to create a separated bike lane
- Other areas along the corridor have significantly less curb-to-curb width;
- consider transitioning to a Shared Use Path when connecting to the Greenway toward the east
- This is concept level only; project characteristics will need to be more fully vetted with feasibility study, community engagement, etc. to determine potential impacts

13TH AVENUE SOUTH CORRIDOR

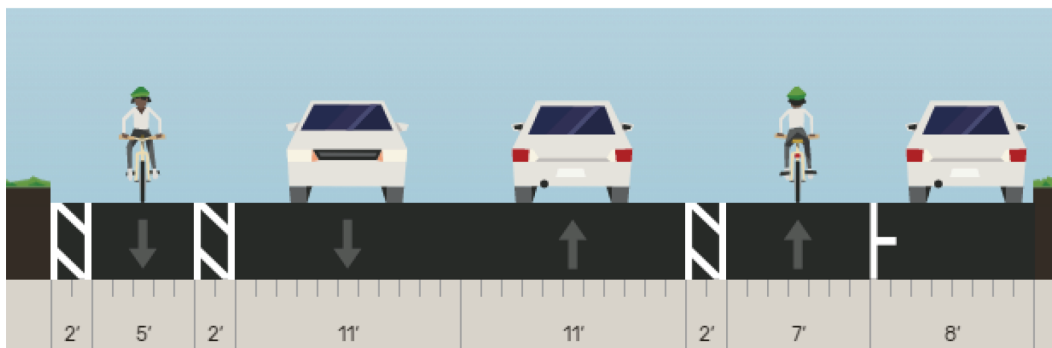
DRAFT CONCEPTS

The project team developed additional draft cross-sections for 13th Avenue South.

These cross sections were developed to show how the linear multimodal facilities would accommodate the variety of roadway cross sections throughout the corridor. Again, these are only meant to illustrate a possible configuration for linear biking and walking facilities along the corridor, and do not include recommendations for intersection improvements, nor are they meant to imply a final design decision.

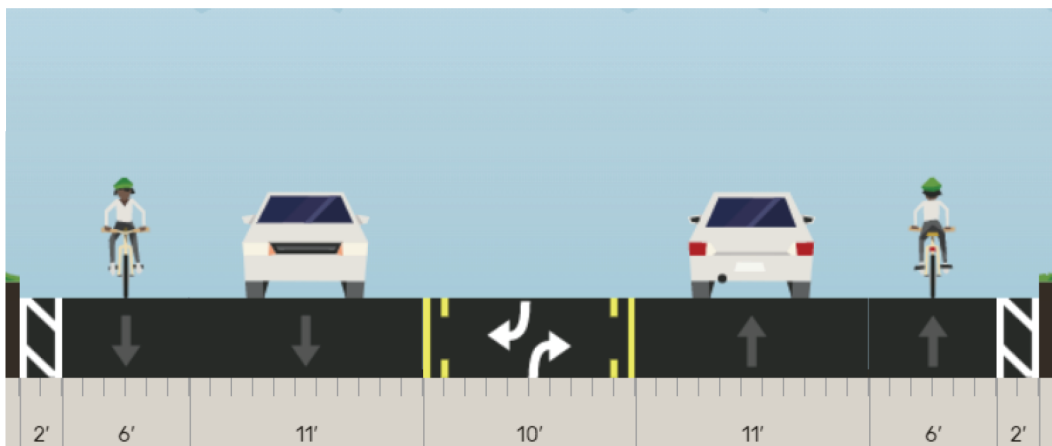
13th Ave S - Additional Sections (Looking West)

Between Columbia Rd and 19th St (Option 1)



- Assume 49 ft curb-to-curb
- Parking currently permitted on both sides of street
- Retain parking on one side of street
- Remove center turn lane
- Install buffered bike lanes

Between Columbia Rd and 19th St (Option 2)



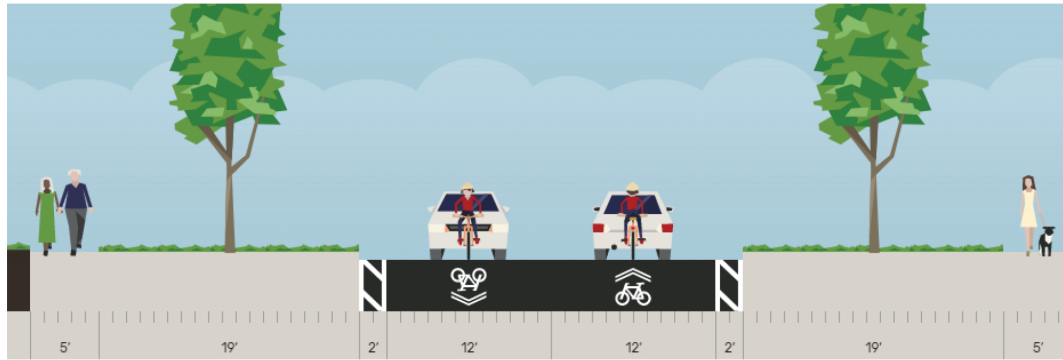
- Assume 49 ft curb-to-curb
- Parking currently permitted on both sides of street
- Remove parking
- Retain center turn lane
- Install buffered bike lanes (consider upgrading to separated bike lanes)

13TH AVENUE SOUTH CORRIDOR

DRAFT CONCEPTS

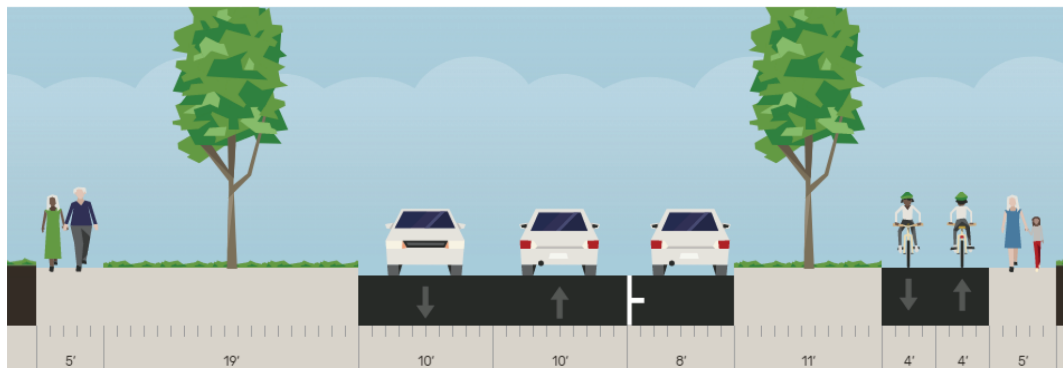
All draft cross-sections for 13th Avenue South are looking west.

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



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

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



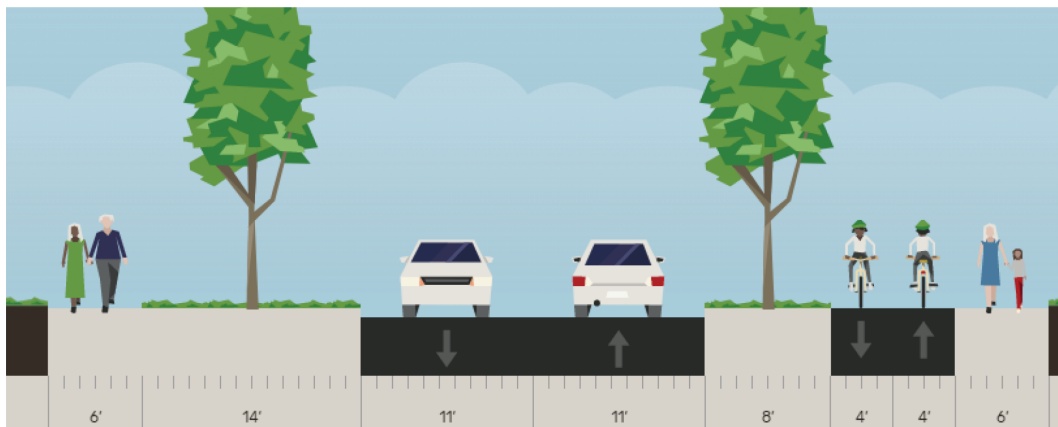
- Assume 29 ft curb-to-curb
- Assume parking currently permitted on both sides of street
- Prohibit parking on one side of street
- Expand existing sidewalk to a sidepath on one or both sides of street

13TH AVENUE SOUTH CORRIDOR

DRAFT CONCEPTS

All draft cross-sections for 13th Avenue South are looking west.

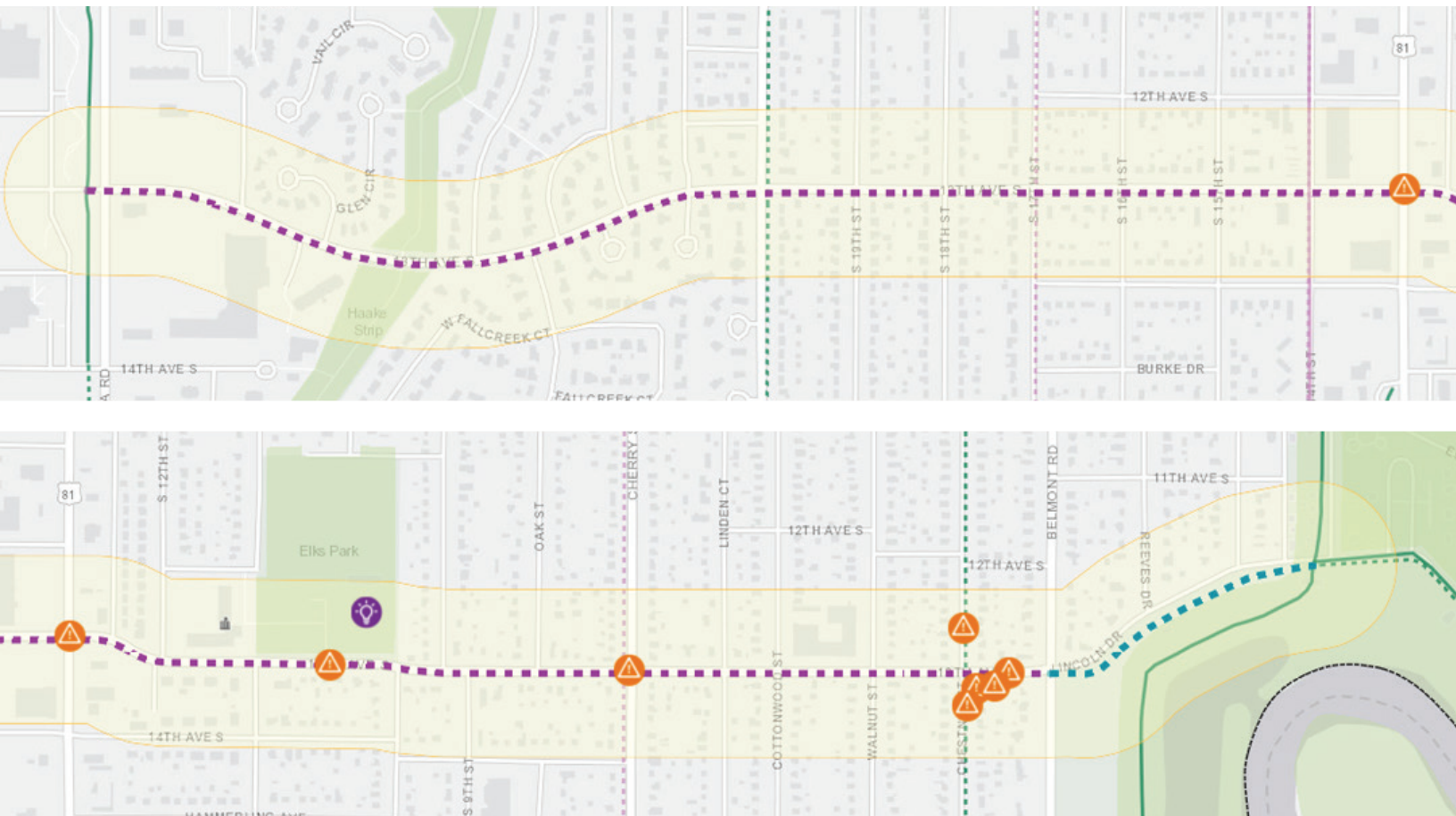
Between Cottonwood St and Belmont Rd



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

13TH AVENUE SOUTH CORRIDOR DRAFT CONCEPT PUBLIC FEEDBACK

INPUTiD Map



13th Avenue South Draft Concepts INPUTiD Comments

Comment Type	Comment	Likes	Dislikes
Concerns	From open house- is there a safe way to cross Washington Street? Currently, many motorists do not yield to pedestrians and bicyclists.	3	0
Reply Comment	Crossing Washington Ave on foot/bike might be trying to cross I-29 on foot. These state highways, with their rural highway dimensions, running through busy built up urban areas are a disgrace of design. We can do so much better.	1	0
Reply Comment	I wish these principal arterial roads like Washington Ave, Columbia Ave, DeMers Ave, and Gateway Dr were not designed to have these high speed traffic. For people turning onto these streets you're going from a complete stop to rapidly accelerating to try to match the speed of the traffic. Or even when you're already on these roads, but stopped at a traffic, you're supposed to accelerate up to be going 40mph. All this is happening, not on a road with minimal cross traffic, but on a street lined with destinations that have busy exits/entrances, driveways etc. This is not very conducive to, not only watching out for pedestrians/bicyclists, but trying to react after having spotted them. And these challenges just of motorists on these arterials. It is a nightmare for people outside a car. I would be so much better to have a slower but steadily flowing traffic.	1	0

Comment Type	Comment	Likes	Dislikes
Concerns	From Open House - There are a lot of mature trees here. What measures would be taken to preserve these trees if the sidewalk were to be expanded to be a shared use path?	5	0
Reply Comment	Loss of any urban tree canopy is a loss for everyone.	6	0
Reply Comment	I would love to see an option for a much bolder and radical design! What if instead of risking tree loss we planted an ADDITIONAL row of trees! A 1) one-way lane of vehicle traffic, 2) parking (maybe), 3) 1st row of trees, 4) bike lane, 5) berm with the 2nd row of trees, 6) sidewalk, then 7) the adjacent property. It has the benefit of slower and free flowing motor traffic, an incredibly safe bike infrastructure (not to mention immeasurably more pleasant), the preservation of existing mature trees, and a separate sidewalk.	0	1
Reply Comment	I live about half a block off of 13th Ave. S and have concerns that the proposed expansion of the existing sidewalks for a bike sidepath will result in an undue burden for our neighbors on 13th Avenue. They will have to contend with increased bike traffic as they attempt to back out of their driveways, increased maintenance responsibilities, and the loss of trees and greenspace in the berm. The space between trees on the berm and existing sidewalks is limited and it is seems inevitable that the sidepath will encroach on tree roots and bring bikers into the unsafe proximity of trees.	3	1
Reply Comment	The loss of the trees and the shade canopy they provide for a bike path to nowhere seems senseless. The maintenance responsibility is also a large concern.	1	0
Concerns	From Open House - This part of 13th can get really tight during the summer with pool parking.	3	0
Ideas and Opportunities	Kids already ride to the pool. Making the area more bikeable and walkable be great!	2	0
Reply Comment	Yes! I see many school age kids biking and walking to the pool. Its definitely a reason for better bike/ped infrastructure	0	0
Concerns	Cyclists ignore stop signs here.	0	1
Concerns	Some of my concerns: I live at 12XX Chestnut St. The 2-block area on 13th from Walnut to Belmont is the narrowest of all of the stretch of the long street. Parking is allowed on the South side of 13th all days except Tues. The bike path would end at Belmont Rd—not even extending through to the Greenway. This is, therefore, a bike path to nowhere.	3	0
Reply Comment	Many of our homes along this stretch are very close in proximity to the sidewalks. The sidewalk along 13th is 4 ft wide. The illustrated proposal for this stretch of street seems to indicate the current sidewalk is 6 ft wide. The illustrated proposal also includes adding an additional 8 ft (to the presumed 6 ft) toward the street to accommodate a 2-way bike path (on the berm).	2	0
Reply Comment	If this plan is implemented, the result would surely include removing all of the mature trees along the berm as the distance between the existing sidewalk and curb does not seem as wide as the illustration presents.	2	0

Comment Type	Comment	Likes	Dislikes
Reply Comment	Not only, it seems, would we lose the mature trees in the neighborhood, we would also have our driveways and blind entrance alley-ways interrupted by bicycle traffic. I am also concerned about who would maintain this wide stretch of sidewalk/bike-walk path both summer and winter? Along with, who will pay for this addition to the berms?	3	0
Concerns	Much of the dense neighborhoods between Belmont Rd and 20th St were built during times of one family vehicle. Today's multi-vehicle homeowners with small garages cause many to park on the street. The need for street parking is increased when hosting visitors. North-south street parking is full, leaving only 13th Ave for visitors. This is especially challenging for those who own homes with houses in the middle of the block and without an alley to access the back of their property. To compound the concern, some garages were built close to the sidewalk resulting in additional need for street parking in order to avoid restricting the sidewalk while parked in front of garages. Traffic along 13th Ave is increased during work commute times but relatively slow outside these windows. Bicycle and vehicle sharing of the street along 13th Ave should not pose a significant concern for those who wish to utilize 13th Ave, in lieu of other avenues available to access the Lincoln Park area.	3	0
Concerns	The option of creating a sidewalk bicycle path would highly invade people's privacy. Homes along the proposed 13th Ave corridor with sidewalks only 10 ft of their homes would result in bike traffic at 15 feet of their house and yard. Creation of the sidewalk path would concentrate bike traffic, well beyond normal foot traffic, thus decreasing privacy. This is especially true for those with corner lots where back yards are adjacent to the proposed sidewalk path. Traffic along 13th Ave is increased during work commute times but relatively slow outside these windows. Bicycle and vehicle sharing of the street along 13th Ave should not pose a significant concern for those who wish to utilize 13th Ave, in lieu of other avenues to access the Lincoln Park area.	3	0
Concerns	Utilizing a widened sidewalk for a bike corridor along 13th Ave would result in removing many mature trees, several of them being majestic elm trees. Removing shade-providing, carbon dioxide absorbing trees is never a good idea, and the concern is heightened by removal of the diminishing population of elm trees. The berm is quite narrow in many of the areas along 13th Ave. The area proposed to be consumed by a sidewalk bike path would not leave adequate space for replacement trees. Trees too close to the bike path would cause heaving of the path as trees grow; trees too close to the street would interfere with snow removal. Too, it would take many years of new tree growth to regain the greenhouse gas absorption capacity of the existing mature trees.	3	0

13TH AVENUE SOUTH CORRIDOR

DRAFT CONCEPT PUBLIC FEEDBACK

Stakeholder Emails

Additional feedback on the draft corridor concepts was provided to the project team via emails between community stakeholders, the MPO, and City of Grand Forks elected officials. The emails are reproduced below, with some edits to remove personally identifiable information.

To: Councilwoman Lunski

Date: 4-5-2023

Subject: Proposed Bike-Ped Plan 13th Ave S Grand Forks, ND

Some of my concerns: I live at 12XX Chestnut St. The 2-block area on 13th from Walnut to Belmont is the narrowest of all of the stretch of the long street. Parking is allowed on the South side of 13th all days except Tues. The bike path would end at Belmont Rd—not even extending through to the Greenway. This is, therefore, a bike path to nowhere.

Many of our homes along this stretch are very close in proximity to the sidewalks. The sidewalk along 13th is 4 ft wide. The illustrated proposal for this stretch of street seems to indicate the current sidewalk is 6 ft wide. The illustrated proposal also includes adding an additional 8 ft (to the presumed 6 ft) toward the street to accommodate a 2-way bike path (on the berm). If this plan is implemented, the result would surely include removing all of the mature trees along the berm as the distance between the existing sidewalk and curb does not seem as wide as the illustration presents.

Not only, it seems, would we lose the mature trees in the neighborhood, we would also have our driveways and blind entrance alley-ways interrupted by bicycle traffic. I am also concerned about who would maintain this wide stretch of sidewalk/bike-walk path both summer and winter? Along with, who will pay for this addition to the berms?

Thank you for any help/support you might be able to give me and our neighbors on this topic. I have encouraged neighbors to contact you and also to comment on the map if they have any concerns. I am available by email or cell phone at your convenience if you would like to discuss further.

Thanks, [REDACTED]

13TH AVENUE SOUTH CORRIDOR DRAFT CONCEPT PUBLIC FEEDBACK

Stakeholder Emails (Continued)

To: Councilwoman Lunski

Date: 4-5-2023

Subject: Bike path project concept 2 - 13th Ave S

Hello Council member Tricia Lunski,

It recently came to my attention that the City is exploring concepts for additional bike paths in Grand Forks. I am writing in regard to draft Concept 2 on 13th Avenue South. I live at 13XX Chestnut Street and, since Chestnut is a one-way, I use or cross 13th Avenue every time I need to drive some place. I understand that one of the concept suggestions for this area of 13th is to expand existing sidewalks for a bike sidepath. I am opposed to this concept for a few reasons.

First – safety. The project would encourage increased bike traffic along routes that are in close proximity to cars, pedestrians and trees. Residents along 13th Avenue already deal with the usual neighborhood bikers as they back out of their driveways and use the street. But to encourage increased bike traffic across their driveways puts a heavy burden and worry on those residents. Increased bike traffic on 13th would also be an increased safety concern for those of us who frequently drive on that already narrow street. Additionally, if a sidepath to the existing sidewalk is used, bikers will be riding quite close to trees. In these neighborhoods, there are frequent issues with tree roots disrupting sidewalks and that would likely be a hazard on the bike sidepath, as well. Further, the proposed sidepath puts bikers close to trees of varying sizes, which is another safety concern.

Second – loss of greenspace and trees. If part of the existing grassy berm is converted to a bike path, residents on 13th will lose some of their greenspace. And if it's found that the roots, position or size of some trees are too close to the path, the residents will likely lose the shade and beauty of those trees, as well.

Third – the current method works. If the project is about providing bikers access to the greenway path, bikers already have efficient ways of reaching that location. Currently, bikers travel through their own neighborhoods and favorite routes to reach the greenway. This spreads out the bike traffic among many different streets and neighborhoods and it works. Funneling bikers to a few streets, such as 13th Avenue, might look nice on a map, but from a practical and safety standpoint, it's not necessary.

Thank you for taking the time to read and consider my comments.

Best wishes,

[Contact Information Redacted]

13TH AVENUE SOUTH CORRIDOR

DRAFT CONCEPT PUBLIC FEEDBACK

Stakeholder Emails (Continued)

To: Councilwoman Lunski

Date: 4-11-2023

Subject: Proposed 13th Ave S Bike Path

My name is [REDACTED]. My wife and I own a home at 13XX Chestnut Street. I am writing this message to express our concerns regarding a proposed bicycle path along 13th Ave S.

We understand the draw such paths might bring toward gaining newcomers to Grand Forks, and to those who do not live along the proposed route. We just don't believe such a path should come at a large negative impact to the dense neighborhoods along 13th Ave between 20th Street and the Lincoln Park entrance. Following are some negative impacts that readily come to mind.

Much of the dense neighborhoods between Belmont Rd and 20th street were built during times when families owned only one vehicle, and that vehicle was typically smaller than vehicles today. The smaller garages and limited parking space already presents a challenge for those owning property along this corridor, especially with families owning multiple vehicles. Street parking homeowners often occurs along the north-south streets, perhaps leaving the perception that parking may only be an issue in a few spots along the proposed 13th Ave corridor. This is certainly not true for homeowners when they have visitors, however. The streets are often already congested by the homeowners, leaving the only parking spot for visitors along 13th Ave. This is especially challenging for those who own homes with several houses located in the middle of the block, and especially so for those without an alley to access the back of their property. To compound the concern about removing parking along 13th Ave, some garages were built close to the sidewalk resulting in vehicles, if parked in front of the garage, restricting the sidewalk. Avoiding this results in the need for additional street parking.

The option of creating a sidewalk bicycle path would highly invade people's privacy. Several homes were built within a few (approx. 8) feet from sidewalks. Foot traffic is limited resulting in minimal privacy concerns. Adding a bike route within 10 or 12 feet from one's home would concentrate traffic well beyond normal foot traffic, resulting in a substantial decrease in privacy to homeowners. This is especially true for those with corner lots having back yards adjacent to the proposed sidewalk bike path.

Utilizing a widened sidewalk for a bike corridor along 13th Ave would result in removing many mature trees, several of them being majestic elm trees. Removing shade-providing, carbon dioxide absorbing trees is never a good idea, and the concern is heightened by removal of the diminishing population of elms. The berm is quite narrow in many of the areas along 13th Ave. The area proposed to be consumed by a sidewalk bike path would not leave adequate space for replacement trees. Trees being too close to the bike path would cause heaving as trees grow; trees too close to the street would interfere with snow removal. Too, it would take many years of new tree growth to gain the greenhouse gas absorption capacity of the existing mature trees. Losing the mature trees also means losing shade for our homes. This then adds to our demand for electricity for cooling, costing us more in utility costs and resulting in additional greenhouse gas production to produce the added electricity needs.

Traffic along 13th Ave is increased during work commute times but relatively slow outside these windows. Bicycle and vehicle sharing of the street along 13th Ave should not pose a significant concern for those who wish to utilize 13th Ave, in lieu of other avenues to access the Lincoln Park area.

We have posted our concerns at the input internet site. We are hopeful that you will stress these concerns to those who are proposing the bicycle paths as well.

Thank you for your service to our community.

Regards,

[Contact Information Redacted]

13TH AVENUE SOUTH CORRIDOR DRAFT CONCEPT PUBLIC FEEDBACK

Stakeholder Emails (Continued)

To: Councilwoman Lunski

Date: 4-13-2023

Subject: Proposed Bike Path

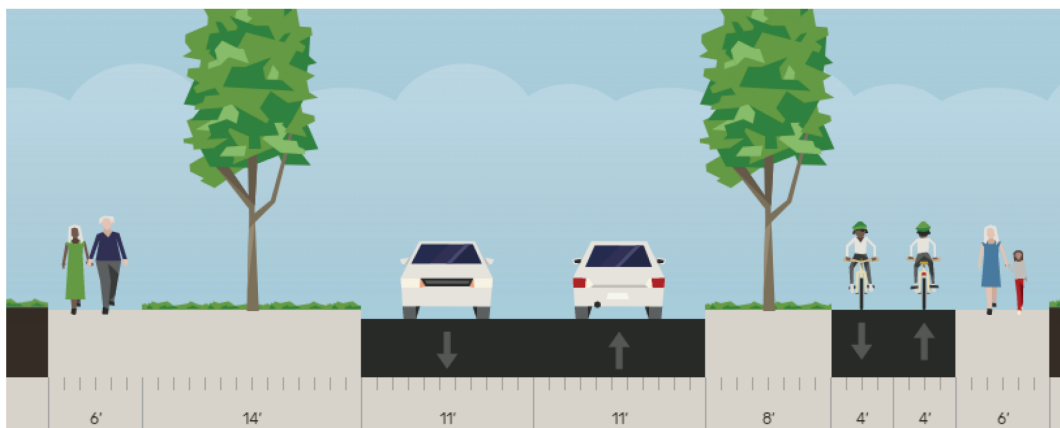
Hey Tricia,

My name is [REDACTED]. We've actually met a few times through [REDACTED], but a couple neighbors in my area asked for my support against a proposed plan in our neighborhood.

<https://clients.bolton-menk.com/gfegf-bikeped/study-schedule-and-updates/>

Apparently, the city is planning a few new pedestrian & bike paths through town. One of them runs through 13th Ave S., where my parents reside. This bike path will run right in front of my parent's house (13th and Belmont). It will actually end at my parent's house. See the screenshot of the tentative path below:

Between Cottonwood St and Belmont Rd



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

We know of three other residents that oppose this plan for various reasons, but here are the specific reasons that apply to us:

- The path will run right through my parent's driveway. There's already more pedestrian traffic here since the golf course, dog park, and Greenway have opened compared to when I was a kid. The addition of a bike path through here will make it even worse! How's it going to be for them to back out onto the street whenever they leave the house? Bikes can be zipping by, and the risk of an accident will increase substantially, which, of course, would then be my parent's fault. How would you like to back through a bike path every time you leave the house?
- The attraction of additional pedestrian traffic will also bring with it more annoyances and risks, such as noise, theft, property damage, decreased quality of life, and road closures due to events. The addition of a path will give thieves a quicker escape route via bike. I know with 100% certainty this happens because another person I know who lives near the Greenway has had their vehicle broken into in the early morning hours several times by criminals who come up from the bike path there and quickly return to escape. Neighbors have literally seen them come up and over the dike to steal and then run back. When my sister and I go to my parent's house, I believe the same results are likely, which will deter us from wanting to leave our vehicles parked in our own driveway. Ridiculous. Currently, kids and teenager already leave garbage on their property, bang on the fence

13TH AVENUE SOUTH CORRIDOR

DRAFT CONCEPT PUBLIC FEEDBACK

Stakeholder Emails (Continued)

while walking by, and tease my dog while we're playing outside in the fenced yard. It is extremely frustrating. Encouraging more traffic through here will make this even worse. What I mean by events is this—at least a couple times a year, it seems like they host runs, races, whatever, near my parent's house. 13th has been closed before due to events like this, and people along the road are inconvenienced by having to give the participants priority over themselves just trying to leave their homes to run an errand. I guarantee the city will want to encourage and host more events like these along these "wonderful" new paths to bring excitement. How would you like your street/exit route closed on a nice Saturday morning?

- Who is going to maintain this path? Are my parents going to have to remove snow in the winter? If damage occurs to the path, are my parents how liable for any accidents that occur there? I'm sure their property insurance rates will go up because, again, the encouragement of more traffic certainly brings with it more risk. My dad called their insurance company, and they said they would be held liable, just like if someone tripped on their sidewalk. Dog poop and garbage—like I mentioned earlier, this is already common occurrence, but more traffic=more poop and garbage. Who's responsible for cleaning this up?
- Property value—would you be eager to purchase a house that has a public bike bath running through it? I wouldn't. How annoying. Property values will go down. Who's going to make up the difference when residents decide to sell?
- Taxes—who's paying for all this? Will there be specials added because of this? Why should they pay for something they clearly don't want? As a property tax payer myself, I don't even want to pay for it! I commute via bicycle every day in the spring, summer, and fall. I also put on many miles for leisure. I don't need a bike path. I don't want to pay for one. I would MUCH rather have these resources used for something that will actually benefit this town—another bridge located on the south end of town. I know the scale and scope of these two projects are not the same, but my point is I know resources would be better utilized to enhance vehicular traffic between Grand Forks/East Grand Forks than building five stupid bike paths through five different neighborhoods. What a waste.
- I have a niece and a nephew (7 and 10 years old). If this plan comes to fruition, they won't be allowed to play outside without an adult constantly observing. I wouldn't want to go inside to use the bathroom while they're out playing for fear they might get hit by a group of bikes!
- Parking for the neighborhoods will effectively decrease. They'll be no parking on the street, and everybody's driveways will effectively become shorter... can't park on the bike path, just like you can't park across a public sidewalk.
- Will e-bikes be allowed? Will they have to worry about bikes zipping by at 25 mph? That's an accident waiting to happen! What about those Bird scooters? Will those be parked at my parent's house now? What an eyesore.
- What's the point of this bike path? It literally goes no where! Belmont to Columbia... can we call this one "The Bike Path to Nowhere"? How dumb. At least it's a straight shot to the hospital when someone gets t-boned by a car.
- The route path doesn't even make sense—let's look at option 1 in the drafts. Starting at Columbia, the path begins on the road with a bike lane and car lane. Then at 19th St., it switches to a shared lane with cars. Then from Cottonwood to Belmont it goes onto the sidewalk. Option 2 is similar, only with different lengths of each type of path. Why can't it just be the same throughout instead of zig-zagging from street to sidewalk?
- During the construction process, where do residents park? A block away on a road that isn't being torn up? Would you want to walk a block away in the rain to your vehicle just to go get some milk? What a pain. This isn't exactly going to be a weekend project...

13TH AVENUE SOUTH CORRIDOR DRAFT CONCEPT PUBLIC FEEDBACK

Stakeholder Emails (Continued)

To wrap things up, if this project actually does go through, I will fully encourage my parents to move each and every time I see them. They originally bought this house for the location, and although other community additions have increased traffic through the area, this bike path would be the last straw. The residents that I know along this area do not support it at all, and if this goes through, they are the ones who are going to pay the price (in more ways than one). This is a dumb plan, a waste of resources, a deterrent to the residential community, and a waste of time.

If you have any questions for us or want to discuss further, please let me know.

I really appreciate your time on this matter, and I hope you have a good rest of your day.

Respectfully,

[REDACTED]

17TH AVENUE SOUTH CORRIDOR

DRAFT CONCEPTS

17th Avenue South – South Columbia Road to Greenway

The virtual open house for the 17th Avenue South corridor concept was held on March 30th from 6:00 p.m. to 6:45 p.m. The virtual open house was attended by 6 people. The concept presented was a mixture of buffered bike lanes, traditional on-street bike lanes, and a shared use path along 17th Avenue between 20th Street South and Belmont Road. The open house presentation explained the concepts and gave details as to where concept alternatives could be developed along the corridor. After the presentation concluded, the project team gave a tutorial of the interactive mapping application, INPUTiD, and used the map to lead a discussion about the corridor concepts. A copy of the presentation slide deck and INPUTiD comments are included as an attachment to this memo. A summary of the comments and discussion is provided below:

17th Avenue South Corridor Concept Open House Summary

The following were the topics of discussion at the virtual open house:

- Snow removal is sporadic, especially along the parts of 17th that link commercial and residential land uses (e.g., the segment between Washington Street and South 12th Street). Uncleared sidewalks result in people walking in the street during the cold season. Open house participants wanted to know how future facilities would support bicyclists and pedestrians during all seasons.
- Participants noted that 17th Avenue between 10th and Oak Street is narrow and has high parking utilization, with both the church and nearby Oakview Town homes having high parking demands.
- The proposed concept alignment ends at Belmont Road, not connecting to another facility. Open house attendees wanted to know if there were any plans for either a connection to the Greenway or another facility.

17th Avenue Corridor Concepts Open House Findings

Owing to the nature of the discussion and content of comments from the open house indicate that any recommendations or planned changes to 17th Avenue should be developed from the findings of a more comprehensive study of corridors. Any future recommendations should be made via a full study with in-depth community engagement.

17TH AVENUE SOUTH CORRIDOR

DRAFT CONCEPTS

The project team developed a draft cross-sections for 17th Avenue South between South Columbia Road and the Greenway in Grand Forks.

Cross sections of draft corridor concepts are only meant to illustrate one possible configuration for linear biking and walking facilities along 17th Avenue South, and do not include recommendations for intersection improvements. Likewise, the plan view segment is for illustrative purposes only, and does not reflect or imply a final design decision.

Concept 3

17TH AVE S (GRAND FORKS)

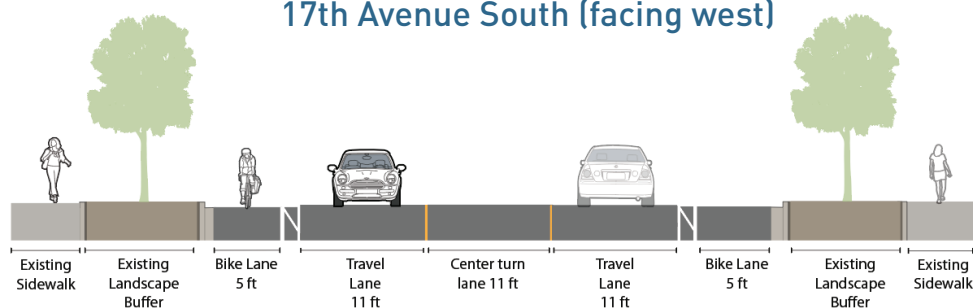
PROJECT EXTENT: S 20TH ST TO BELMONT RD

PLAN VIEW SEGMENT: FROM 16TH ST S TO 14TH ST S

DRAFT



17th Avenue South (facing west)



About the Concept

- Assume existing 51' curb to curb
- Add buffered bike lane in each direction
- Consider adding vertical element to buffer to create a separated bike lane
- Other areas along the corridor have significantly less curb-to-curb width;
- consider transitioning to a Shared Use Path when connecting to the Greenway toward the east
- This is concept level only; project characteristics will need to be more fully vetted with feasibility study, community engagement, etc. to determine potential impacts

17TH AVENUE SOUTH CORRIDOR

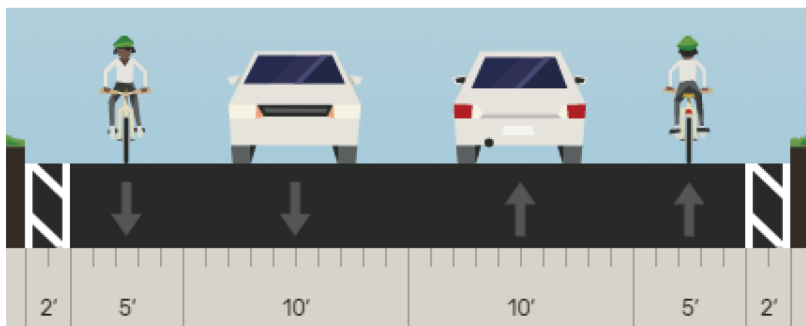
DRAFT CONCEPTS

The project team developed additional draft cross-sections for 17th Avenue South.

These cross sections were developed to show how the linear multimodal facilities would accommodate the variety of roadway cross sections throughout the corridor. Again, these are only meant to illustrate a possible configuration for linear biking and walking facilities along the corridor, and do not include recommendations for intersection improvements, nor are they meant to imply a final design decision.

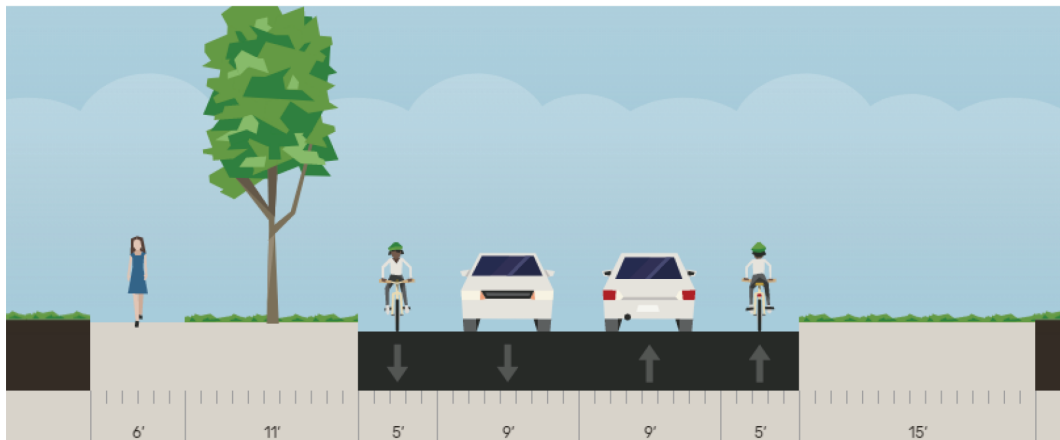
17th Ave S - Additional Sections (Looking West)

Between 20th St and 16th St



- Assume 35 ft curb-to-curb
- Parking currently permitted on one side of the street
- Remove parking
- Implement standard bike lanes

Between 12th St and Belmont Rd (Option 1)



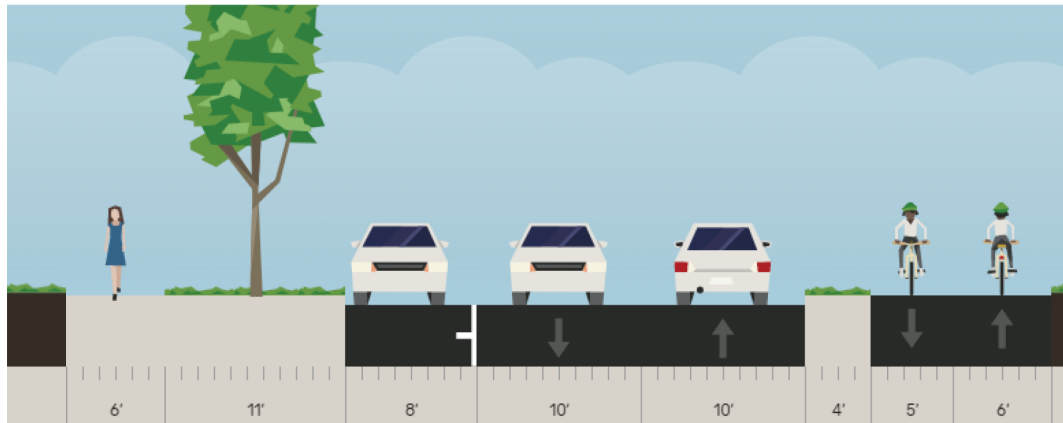
- Assume 29 ft curb-to-curb
- Parking currently permitted on one side of the street
- Remove parking
- Implement standard bike lanes

17TH AVENUE SOUTH CORRIDOR

DRAFT CONCEPTS

All draft cross-sections for 13th Avenue South are looking west.

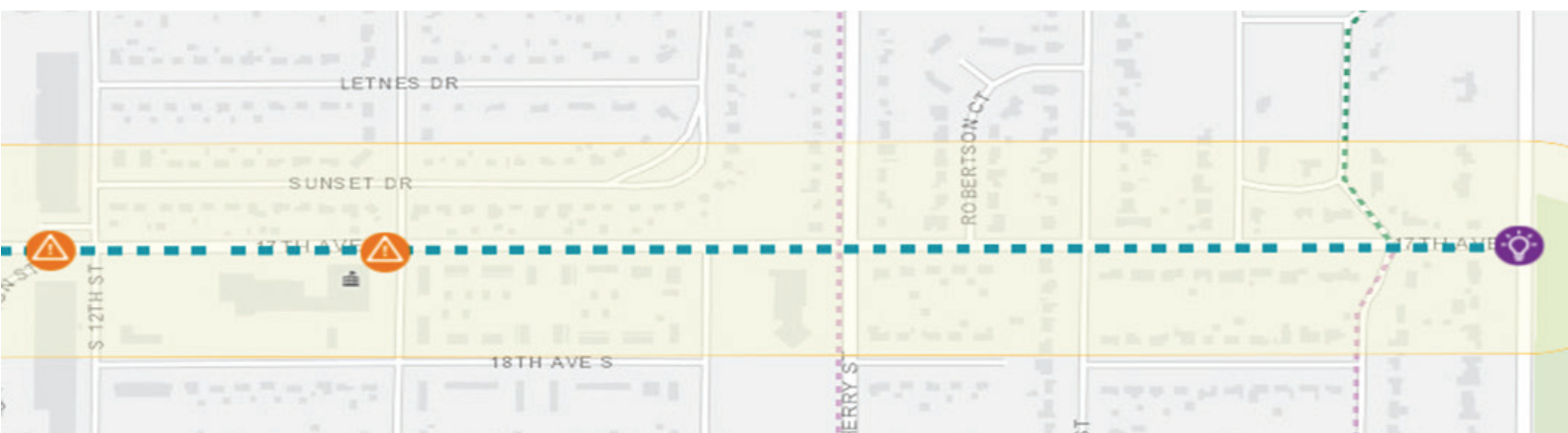
Between 12th St and Belmont Rd (Option 2)



- Assume 29 ft curb-to-curb
- Parking currently permitted on one side of the street
- Retain parking
- Install sidepath on one side of street

17TH AVENUE SOUTH CORRIDOR DRAFT CONCEPT PUBLIC FEEDBACK

INPUTiD Map



17th Avenue South Draft Concept INPUTiD Comments

Comment Type	Comment	Likes	Dislikes
Concerns	From Open House - snow removal is a big issue in this area. Sidewalks are seldom cleared in the winter, resulting in people walking in the street during the winter. This area has a lot of pedestrians (and transit users). How will a future plan support these users?	0	0
Concerns	From Open House - This block is very difficult to drive during the winter, where cars on both sides make it narrow to cross. The church and nearby apartments need their parking!	0	0
Ideas and Opportunities	From Open House - What is the plan to get people from Belmont to connections to the Greenway?	0	0
Reply Comment	Both the church and the apartments have off-street parking on their respective properties. Residents of this street would be far better served with safe bicycle/ped infrastructure. It would be boon the quality of life on this street.	0	0



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02 – CITY OF EAST GRAND FORKS DRAFT CONCEPTS

RIVER ROAD DRAFT CONCEPT

River Road – River Road to 21st Street Northwest to the Levee

The virtual open house for the River Road corridor concept was held on March 29th from 5:00 p.m. to 5:45 p.m. The virtual open house was attended by 9 people. The concept presented was an off-street shared use path along River Road between 23rd Street Northwest and 21st Street Northwest that would then travel west along 21st Street Northwest to connect with an existing Greenway Trail along the Red River. The Open House presentation explained the concepts and gave details as to where concept alternatives could be developed along the corridor. After the presentation concluded, the project team gave a tutorial of the interactive mapping application, INPUTiD, and used the map to lead a discussion about the corridor concepts. A copy of the presentation slide deck and the INPUTiD comments are included as an attachment to this memo. A summary of the comments and discussion is provided below:

River Road Corridor Concept Open House Summary

The following were the topics of discussion at the virtual open house:

- The Good Samaritan Society Heritage Grove Senior Living facility is directly across from the proposed alignment. The seniors living at the center are frequent walkers, and likely trail users. The open house agreed that a future alignment should consider an improved mid-block crossing to help seniors access the new facility.
- The City of East Grand Forks plows snow from the street into a pile along the northern side of 21st Street, which coincides with the proposed trail alignment. Members of the public expressed concern about the usability of the trail throughout the winter season.
- The trail alignment would run close to the existing golf course, and near trails used by golf carts. The open house discussion touched on this, expressing concern about what steps will be taken to keep motorized uses off the trail during all seasons.
- Members of the public want to know what plans there are for trailside amenities, such as water stations, rest areas, and dog waste disposal stations.

River Road Corridor Concept Open House Findings

This event was a successful opportunity to engage with both local and regional residents about the MPO, the Bike/Ped Vision, and the City of East Grand Forks. The MPO and City of East Grand Forks will consider the findings of this open house as they move forward.

RIVER ROAD

DRAFT CONCEPT

The project team developed a draft cross-sections for River Road between River Road, 21st Street Northwest, and the Levee in East Grand Forks

Cross sections of draft corridor concept is only meant to illustrate one possible configuration for biking and walking facilities along River Road in East Grand Forks, and do not include recommendations for intersection improvements. Likewise, the plan view segment is for illustrative purposes only, and does not reflect or imply a final design decision.

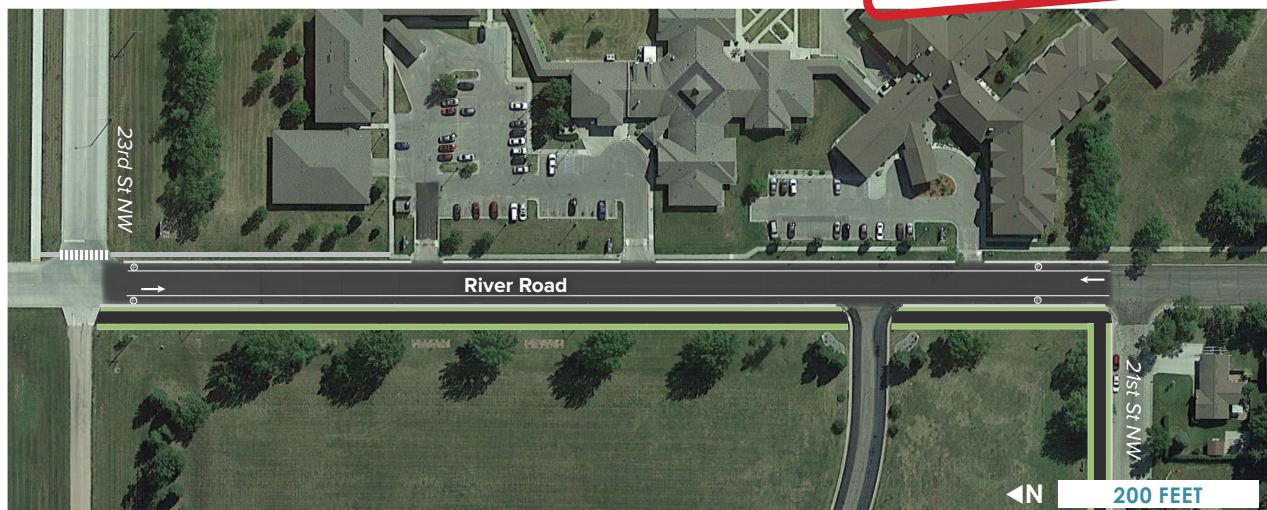
Concept 4

RIVER ROAD (EAST GRAND FORKS)

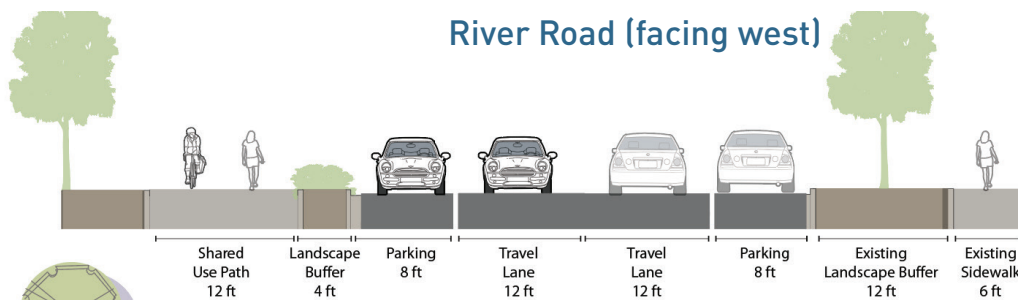
PROJECT EXTENT: RIVER ROAD TO 21ST ST NW TO THE LEVEE

PLAN VIEW SEGMENT: FROM 23RD ST NW TO 21 ST NW

DRAFT



River Road (facing west)



- Roadway appears to be 40' curb-to-curb with parking allowed on each side of the street
- Existing sidewalk on the east side of the street
- Add a shared use path on the other side of the street
- Roadway appears to have low on-street parking demand; consider implementing a temporary on-street shared use path on one side of the street to evaluate potential impacts before building a shared use path behind the curb
- the north side of 21st St NW (to go west-east to the old Club House building) may also be feasible based on low on-street parking demand and no driveway intersections
- This is concept level only; project characteristics will need to be more fully vetted with feasibility study, community engagement, etc. to determine potential impacts

RIVER ROAD DRAFT CONCEPT PUBLIC FEEDBACK

INPUTiD Map



River Road Draft Concept INPUTiD Comments

Comment Type	Comment	Likes	Dislikes
Concerns	City stores snow along the northern side of 21st Street. Something to consider when designing the trail.	0	0
Concerns	From Open House - This area sees a lot of motorized use, both in the summer (golf carts) and winter (snow mobiles). Design needs to be cognizant of this, help separate modes.	0	0
Ideas and Opportunities	Need for a safe crossing for seniors at Good Samaritan Living Complex	0	0
Ideas and Opportunities	Benches and dog waste stations would be a great addition. Consider other trailside amenities.	0	0

RHINEHART DRIVE DRAFT CONCEPT

River Road – River Road to 21st Street Northwest to the Levee

The virtual open house for the Rhinehart Drive corridor draft concept was held on March 29th from 6:00 p.m. to 6:45 p.m. The virtual open house was attended by 7 people. The concept presented was adding sidewalks to both sides of Rhinehart Drive between Bygland Road and Greenway Boulevard. The Open House presentation explained the concepts and gave details as to where concept alternatives could be developed along the corridor. After the presentation concluded, the project team gave a tutorial of the interactive mapping application, INPUTiD, and used the map to lead a discussion about the corridor concepts. A copy of the presentation slide deck and the INPUTiD comments are included as an attachment to this memo. A summary of the comments and discussion is provided below:

Rhinehart Drive Corridor Concept Open House Summary

The following were the topics of discussion at the virtual open house:

- In the past, the city had a unique agreement with property owners that they would maintain sidewalks. Going forward, the city should be transparent in that homeowners will be expected to maintain any new sidewalks.
- An open house participant highlighted that this is a popular bike route here that people along this part of Rhinehart. It is signed now, which is helpful for people using this route. This might mean that there would be a path along Greenway Boulevard.
- Anecdotal reports from open house participants indicated that there is not a great deal of on-street parking along these segments of Rhinehart.
- Open house participants expressed a desire for these improvements to be planned out as part of a greater local trail network connecting to other local destinations like the trails, campgrounds, and downtown.

River Road Corridor Concept Open House Findings

This event was a successful opportunity to engage with both local and regional residents about the MPO, the Bike/Ped Vision, and the City of Easy Grand Forks. The MPO and City of East Grand Forks will consider the findings of this open house as they move forward with any project development.

RHINEHART DRIVE DRAFT CONCEPT

The project team developed a draft cross-sections for River Road between River Road, 21st Street Northwest, and the Levee in East Grand Forks

Cross sections of draft corridor concept is only meant to illustrate one possible configuration for biking and walking facilities along Rhinehart Drive in East Grand Forks, and do not include recommendations for intersection improvements. Likewise, the plan view segment is for illustrative purposes only, and does not reflect or imply a final design decision.

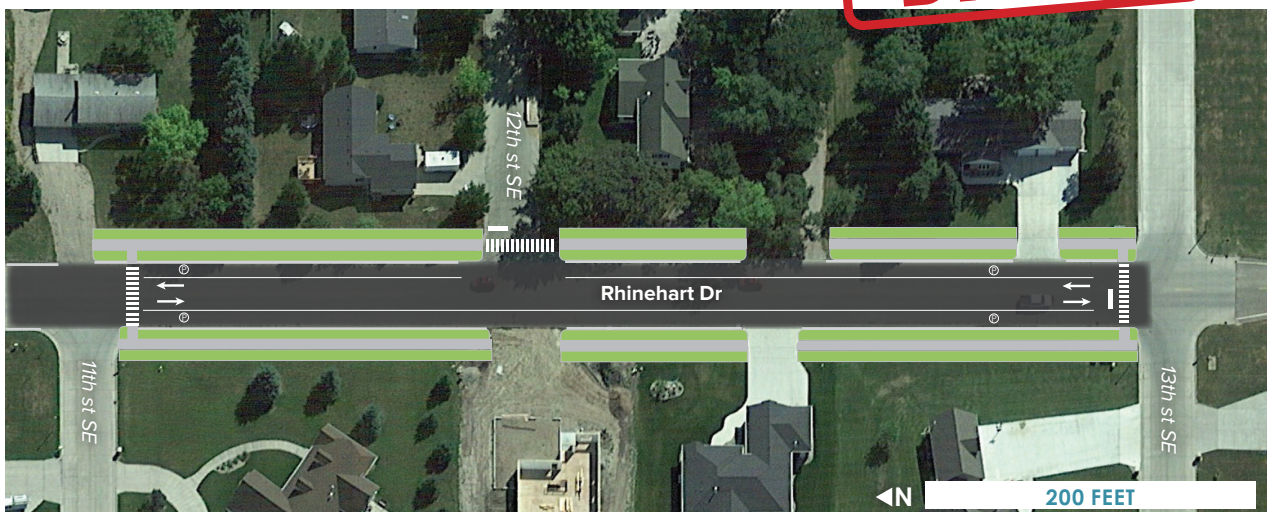
Concept 5

RHINEHART DRIVE (EAST GRAND FORKS)

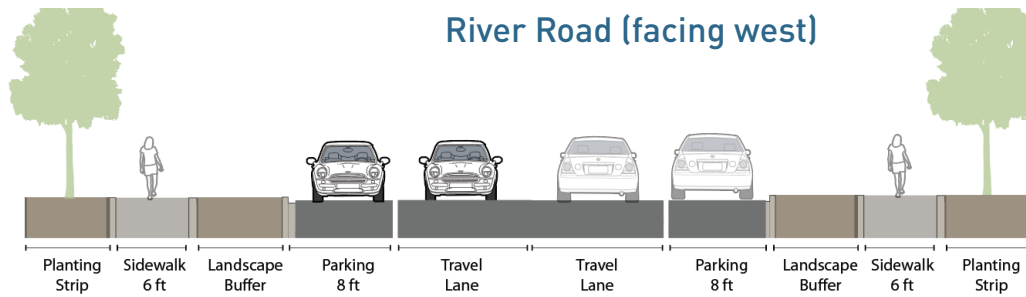
PROJECT EXTENT: BYGLAND ROAD TO GREENWAY BOULEVARD

PLAN VIEW SEGMENT: 11TH ST SE TO 13TH ST SE

DRAFT



River Road (facing west)



- Assume 80' right-of-way (some sections of the corridor appear to have a narrower right-of-way, near 70')
- Roadway appears to be 40' curb-to-curb with parking allowed on each side of the street
- Currently no sidewalks on either side of the street
- Add a sidewalk to each side of the street
- Roadway appears to have low on-street parking demand; consider implementing a temporary pedestrian lane or on-street shared use path on one side of the street to evaluate potential impacts before building a sidewalk behind the curb
- This is concept level only; project characteristics will need to be more fully vetted with feasibility study, community engagement, etc. to determine potential impacts

INPUTiD Map



Rhinehart Drive Draft Concept INPUTiD Comments

Comment Type	Comment	Likes	Dislikes
Concerns	Segment - 13th to Greenway Blvd - has ditching. Segment would need to be urbanized.	0	0
Ideas and Opportunities	This is part of a popular bicycle route. Great potential for a bike connection here.	0	0



ATTACHMENT A: PRIORITY CORRIDOR CONCEPT OPEN HOUSE PRESENTATION

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

WELCOME!

Grand Forks – East Grand Forks Bicycle & Pedestrian Element Update

Priority Concept Development Open House

March 28, 2023



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION



Meeting Framework

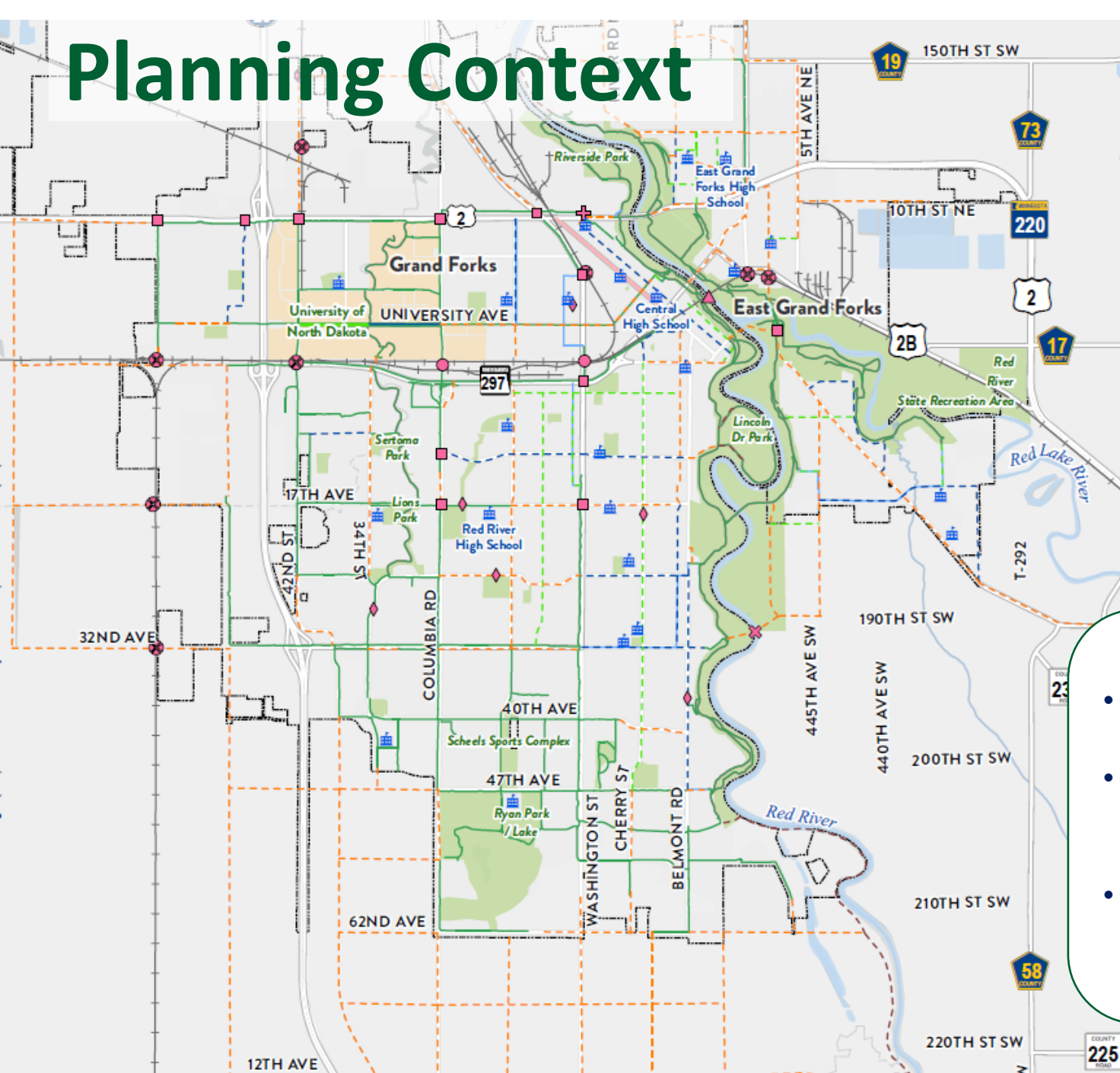
- Virtual Meeting – Recorded
 - Participation and Best Practices
 - Meeting Slides
 - INPUTiD
- Ongoing Engagement/Next Steps
 - Follow up with INPUTiD
 - <http://www.theforks-bikepedplan.com/>

Today's Agenda

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



Planning Context



Grand Forks - East Grand Forks
Metropolitan Planning Organization

BICYCLE AND PEDESTRIAN ELEMENT

(2045 LONG RANGE TRANSPORTATION PLAN)



What is a Bike/Ped Plan?

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



Planning Context – Process



**Long-Range
Planning**

Determine
needs



**Prioritization
& Program
Development**

Feasibility,
Local Input
& Project
Funding



**Project
Planning**

Minimize
Impacts



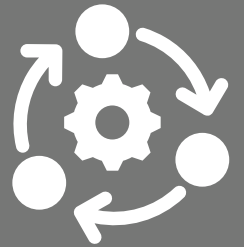
Project Design

Design Project
& Acquire
Right of Way



Construction

Build
Facility



**Maintenance
& Operations**

Maintain
Facility



Design Context (Cont.)

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

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

Somewhat Confident

5-9% of the total population

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

Highly Confident

4-7% of the total population

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



LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE



Expanding the All Ages and Abilities Network

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

Source: FHWA bicyclist design profile, 2019



Built for Community

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

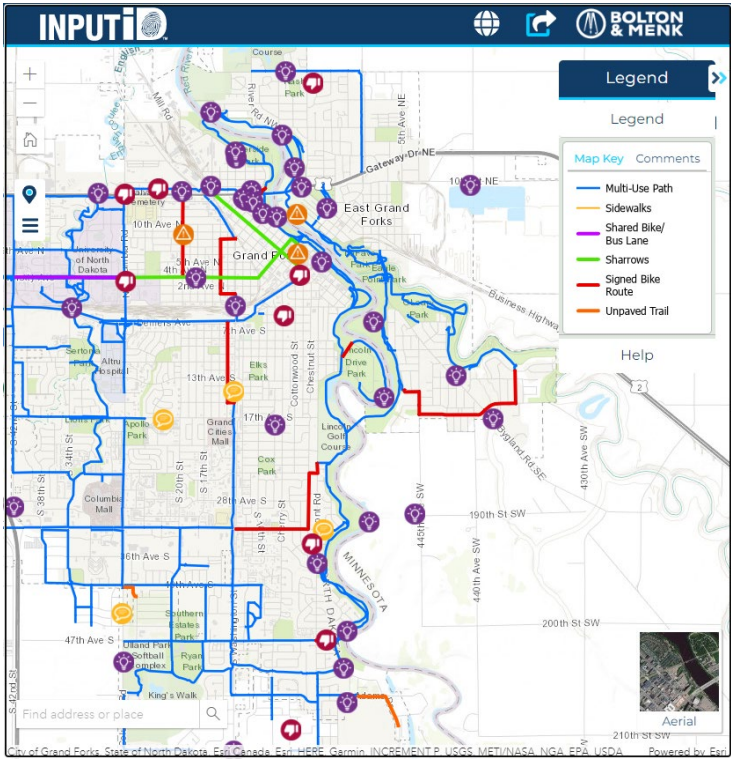
51% Lack of connected multi-use trails and/or sidewalks



42% Weather/ Climate



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



Feedback: What Prevents you from Biking and Walking?

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

Time or distance	High traffic speeds	Costs of bicycle equipment	Weather or climate	Too many trips to walk or bike	Convenience of driving	Personal safety
Physical limitations	Carrying children	Difficulty crossing busy streets	Lack of bicycle parking at destination	Lack of sidewalks or paths	Lack of transit connections	Other reasons? Share below!

Priority Corridors

Grand Forks

1. University Avenue

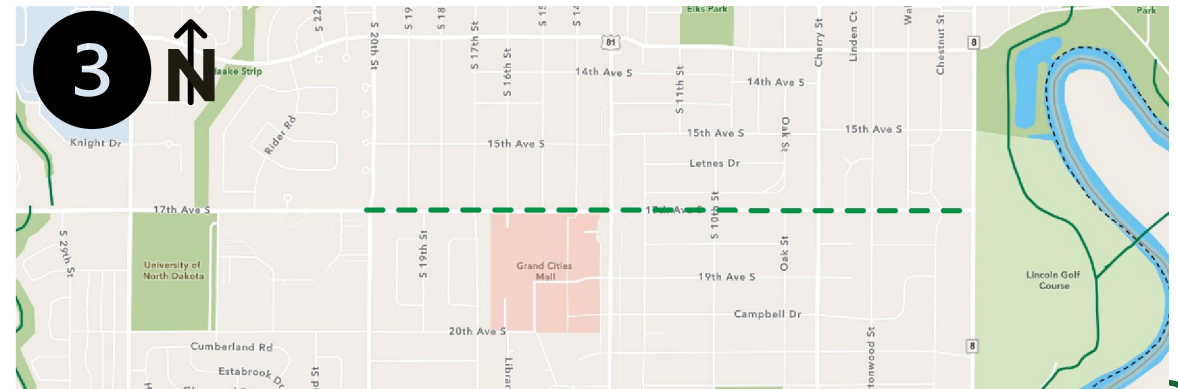
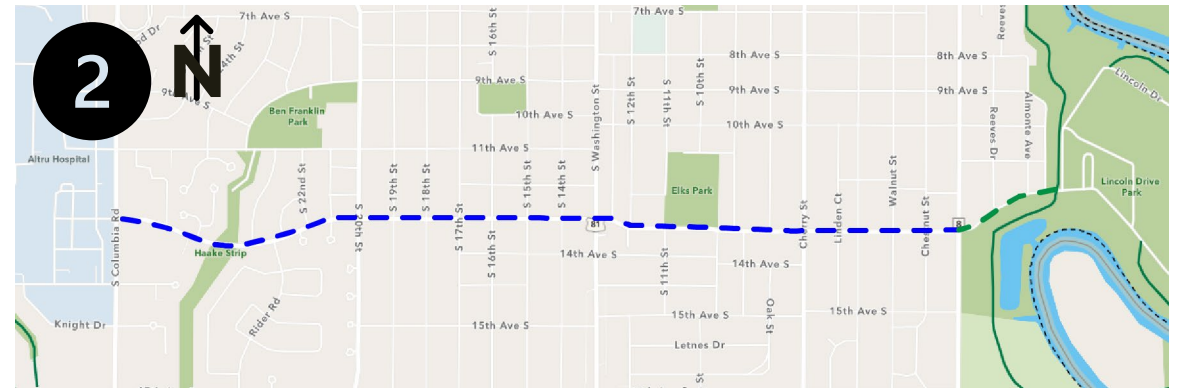
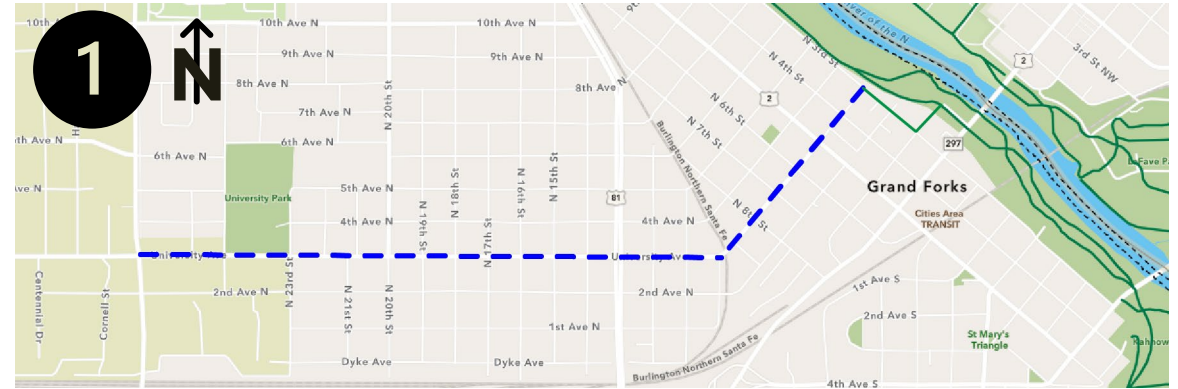
- North 3rd Street to North Columbia Road
- Mix of separated, buffered and/or traditional on-street bike lanes

2. 13th Avenue South

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

3. 17th Avenue South

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



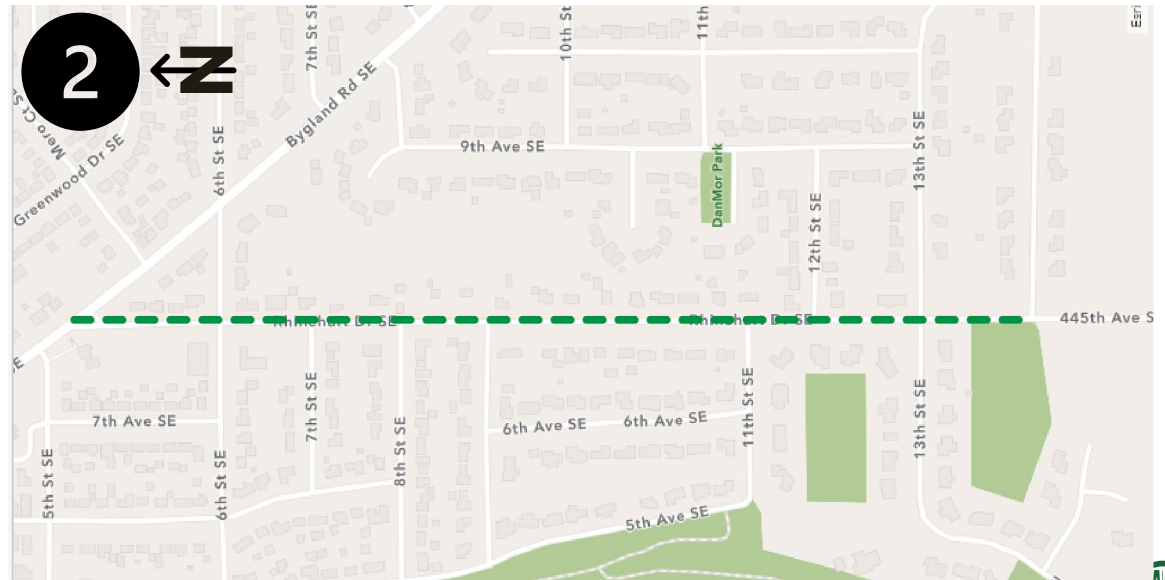
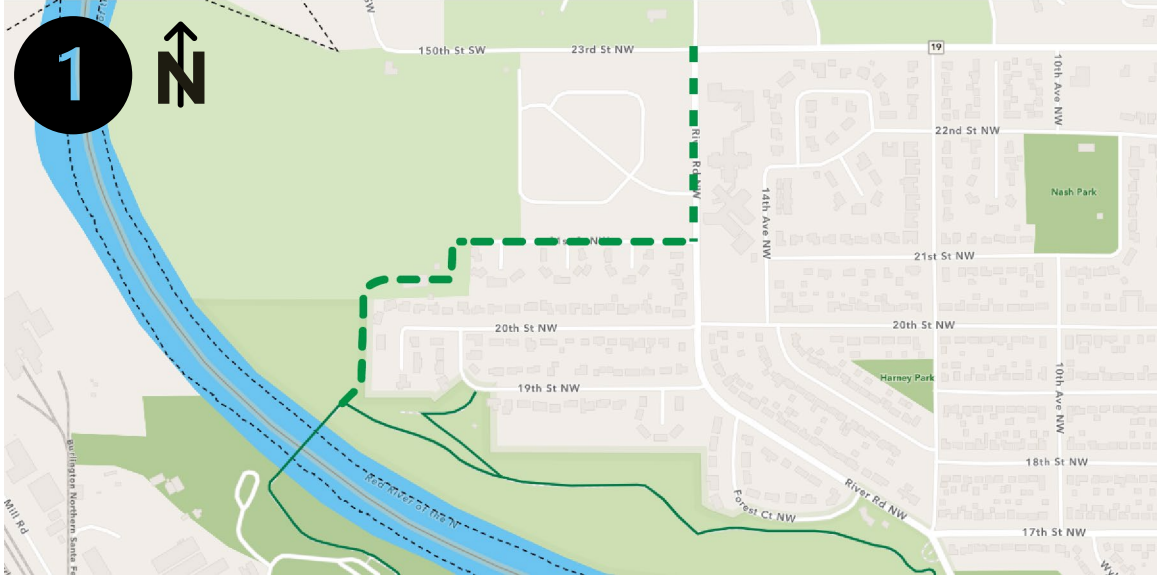
East Grand Forks

1. River Road

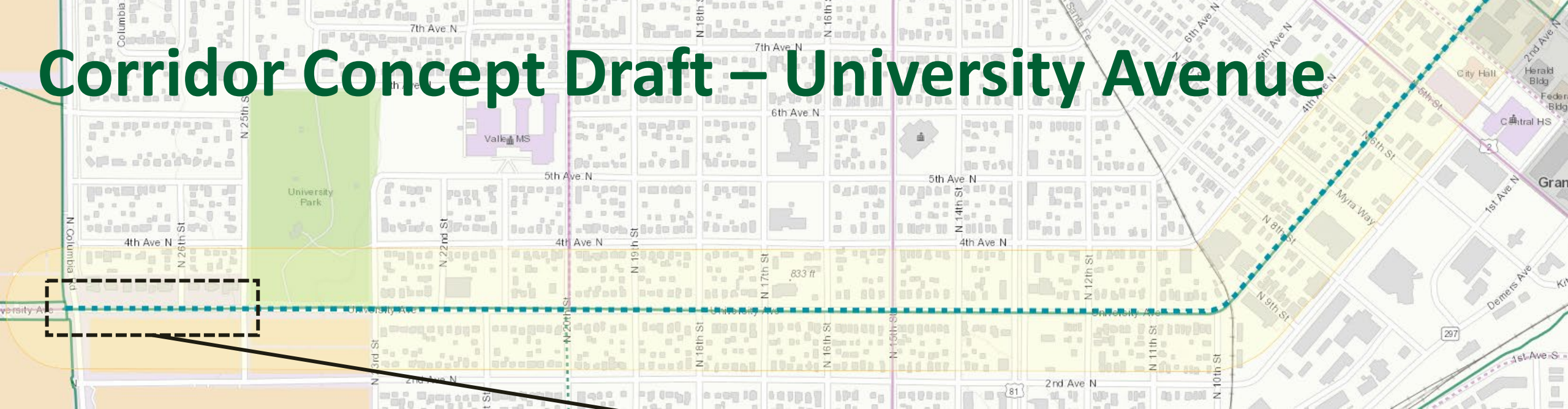
- River Road to 21st NW to the Levee
- Off-street shared use path

2. Rhinehart Drive

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

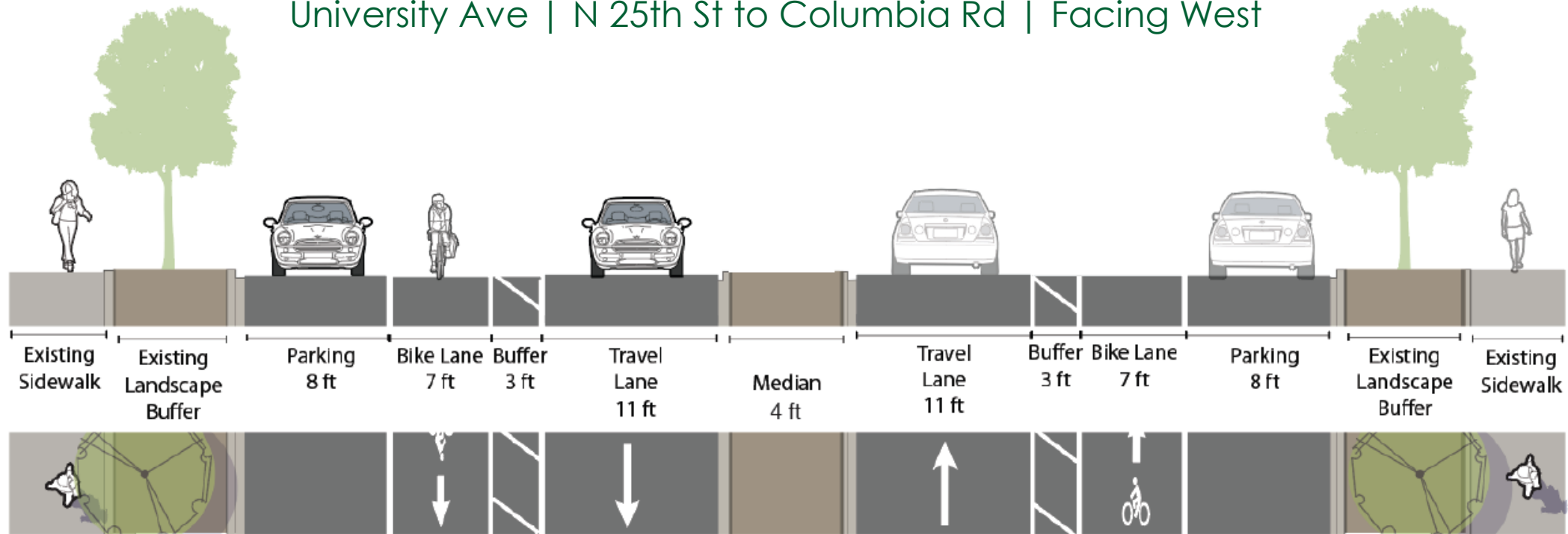


Corridor Concept Draft – University Avenue



Corridor Concept Draft

University Ave | N 25th St to Columbia Rd | Facing West



Assume 65' curb-to-curb

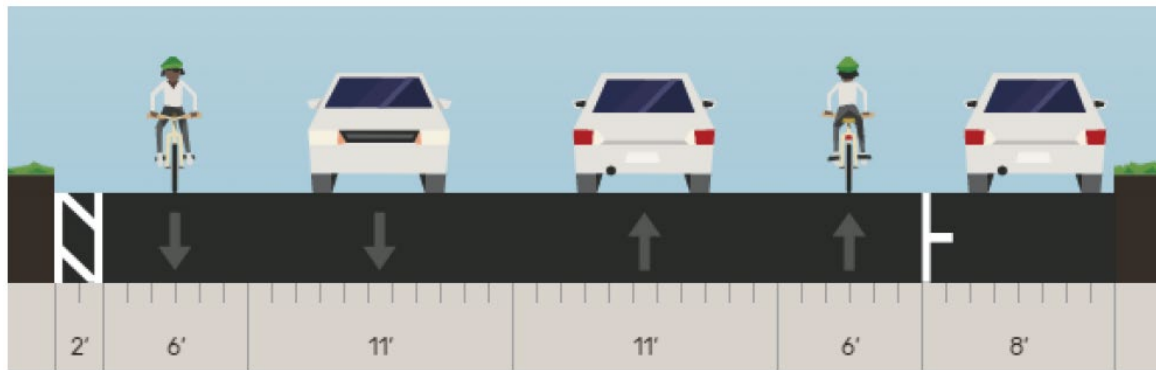
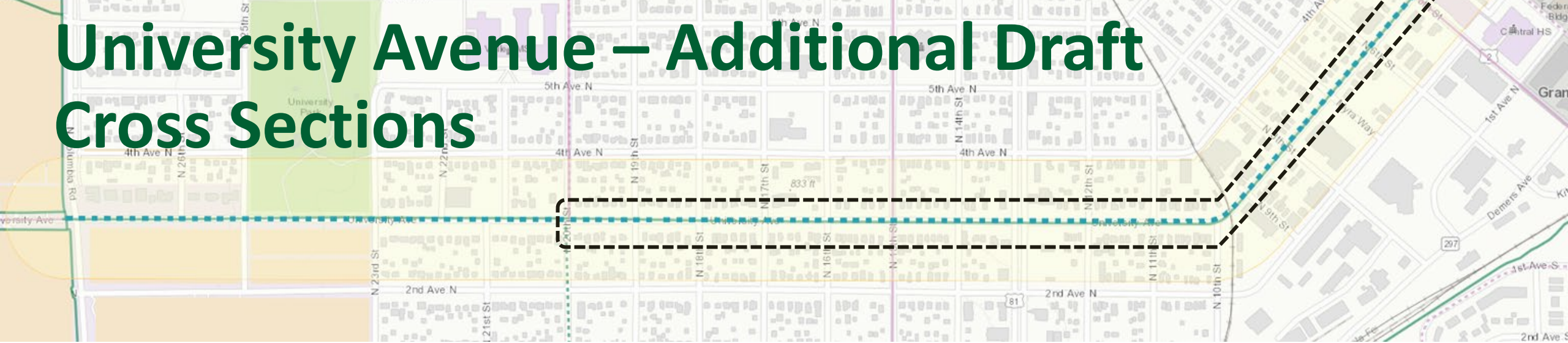
Buffered bike lane in each direction.

Maintain on-street parking

Narrow width of center median and eliminate center turn lanes

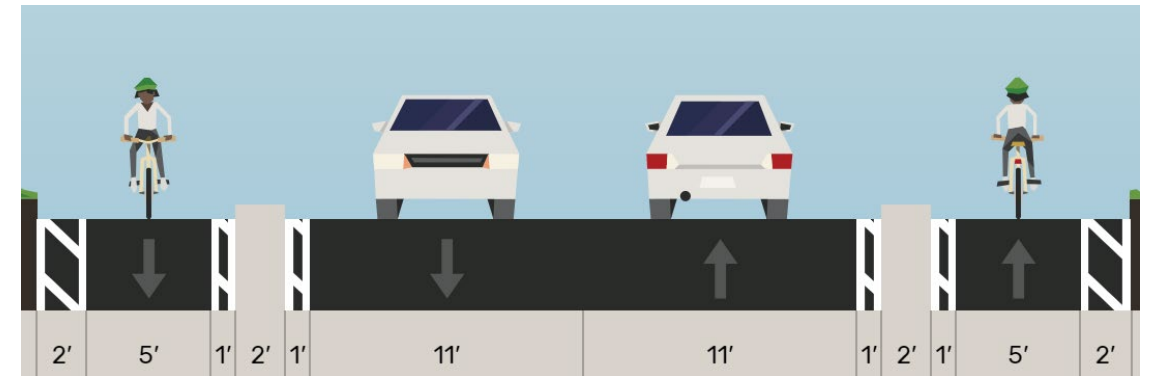


University Avenue – Additional Draft Cross Sections



East of 20th St (Looking West) – Option 2

- Assume 45-foot curb-to-curb
- On-street bike lanes
- Remove parking from one side of street

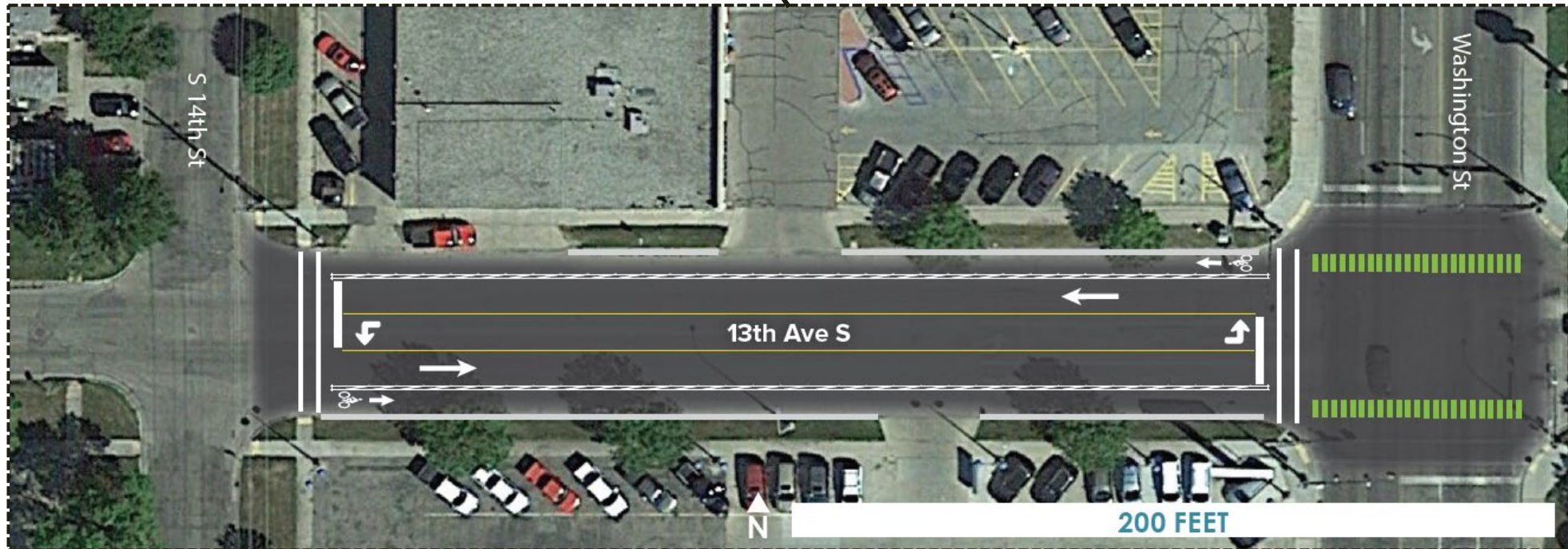
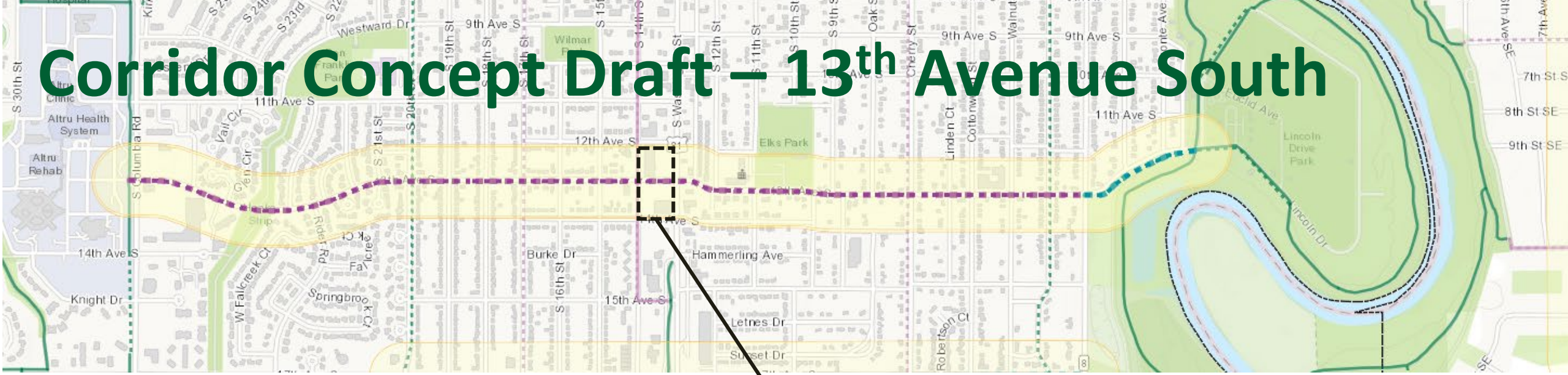


East of 20th St (Looking West) – Option 2

- Assume 45-foot curb-to-curb
- One-way separated bike lanes
- Remove parking from both sides of street

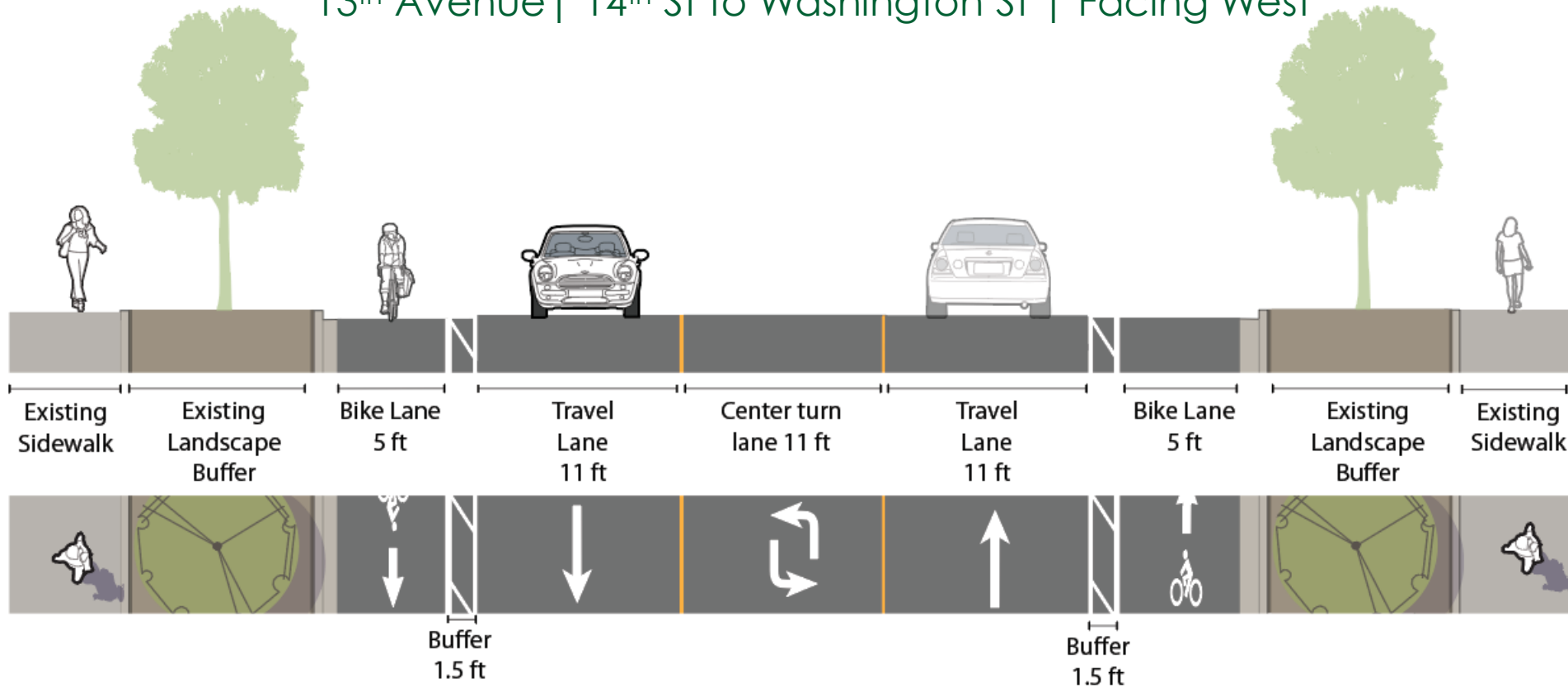


Corridor Concept Draft – 13th Avenue South



Corridor Concept Draft

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



Assume 65' curb-to-curb

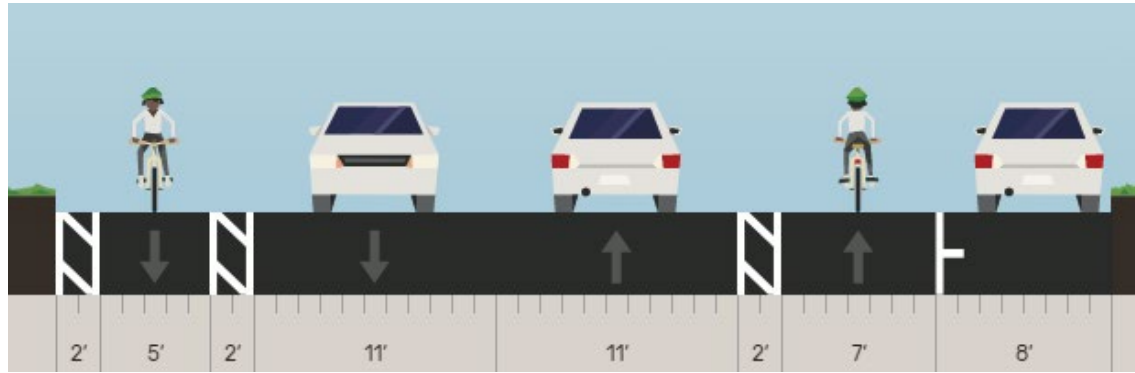
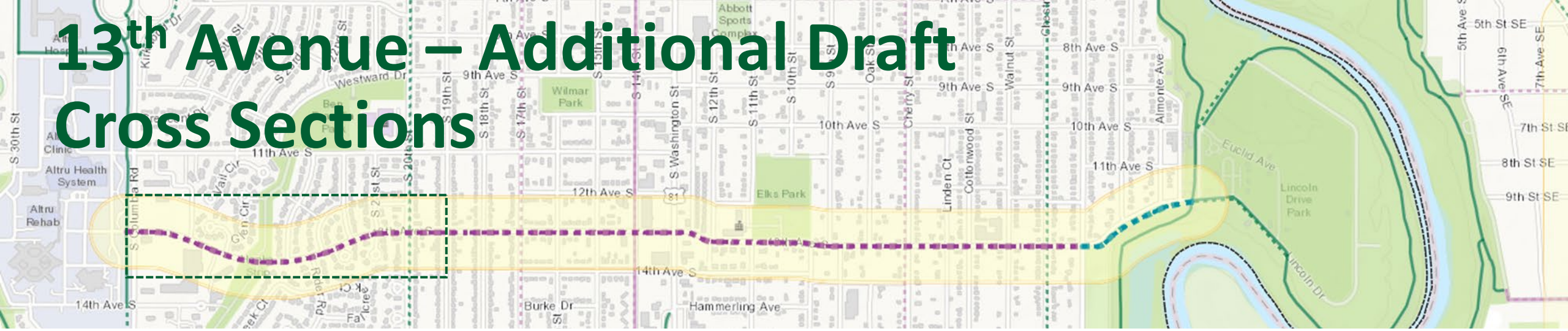
Buffered bike lane in each direction.

Maintain on-street parking

Narrow width of center median and eliminate center turn lanes

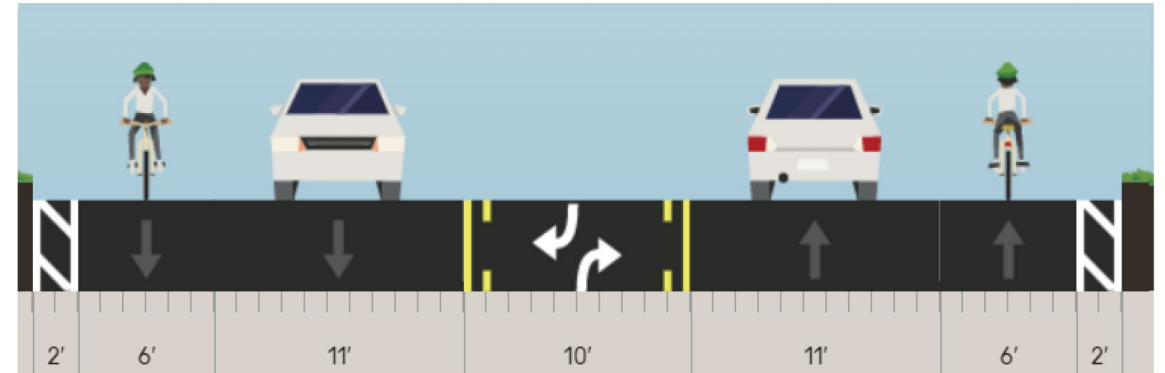


13th Avenue – Additional Draft Cross Sections



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

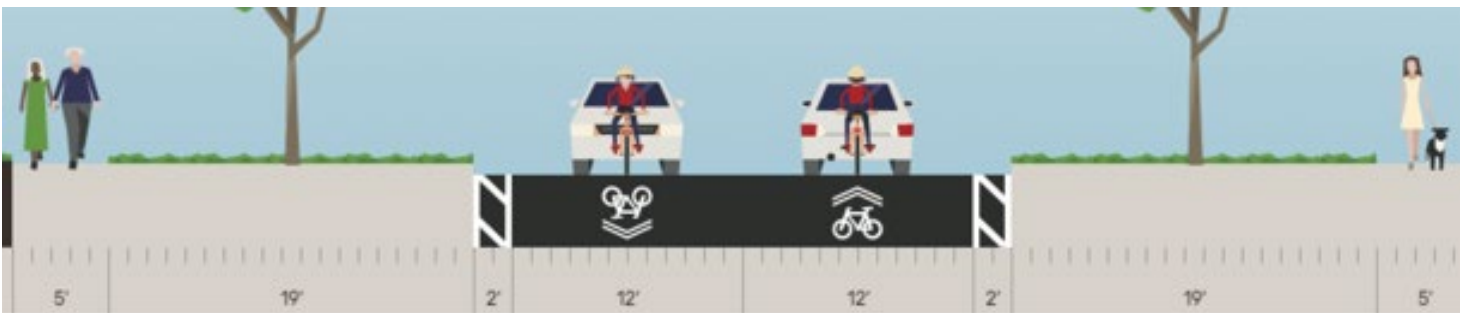
- Assume 49-foot curb-to-curb
- Install buffered bike lanes
- Remove center turn lane, retain parking on one side of street



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

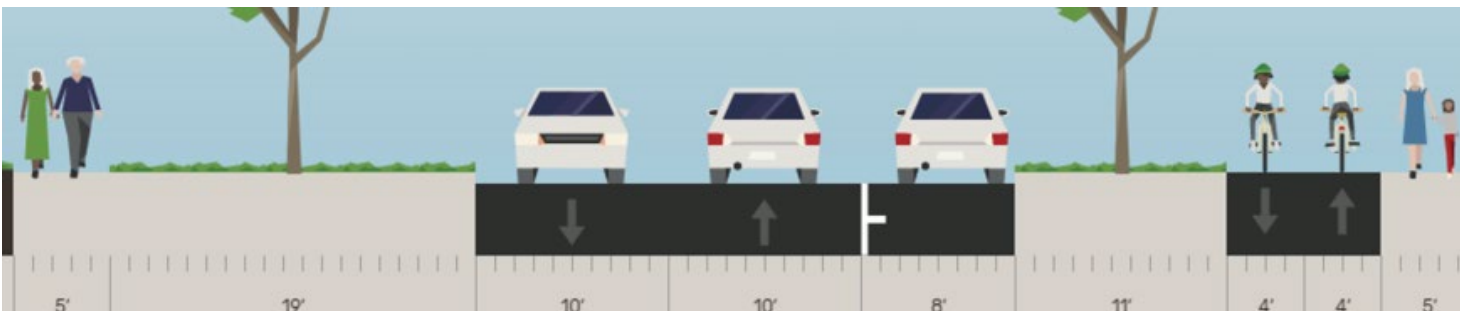
- Assume 49-foot curb-to-curb
- Install standard bike lanes (consider upgrading the separated bike lanes)
- Remove parking from both sides of street, retain center turn lane





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

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

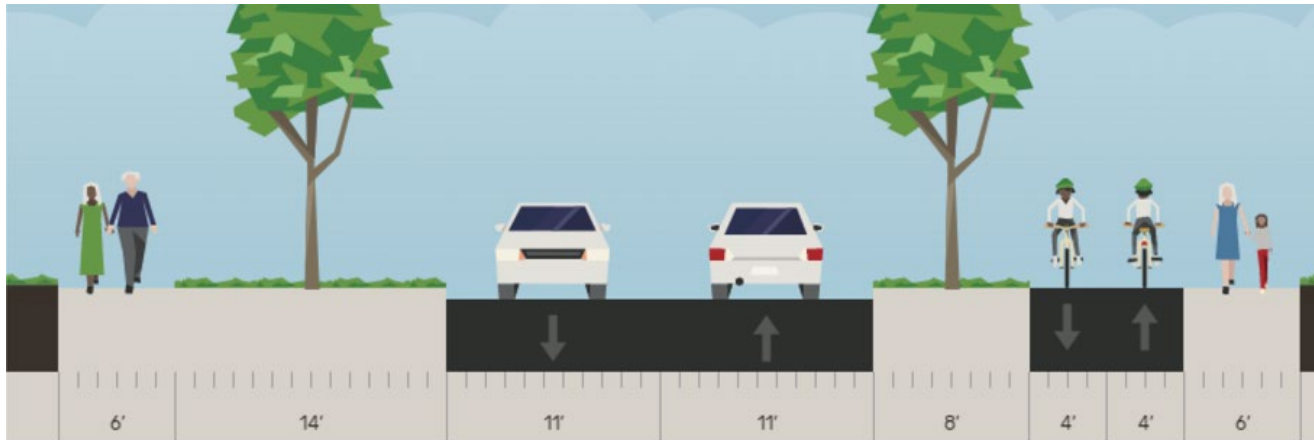
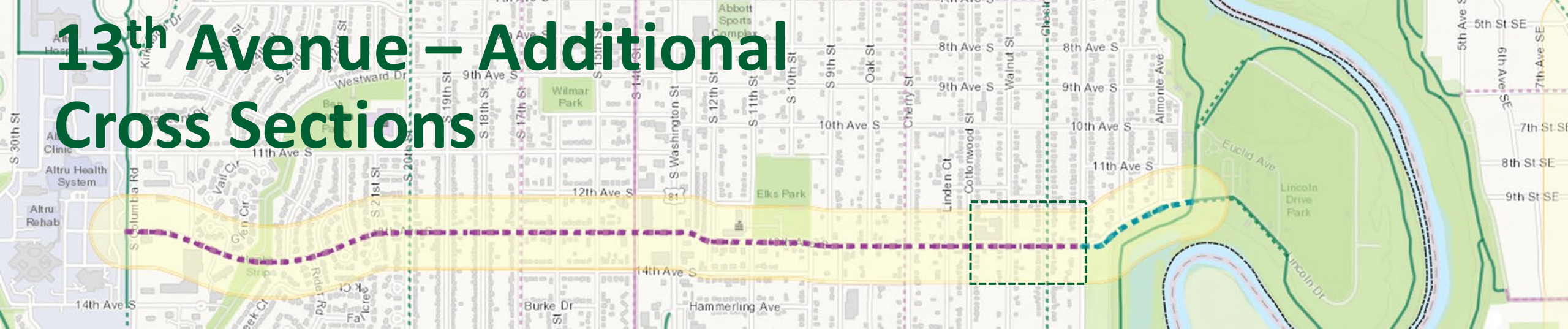


Between 19th St and 14th St &
Between 12th St and Cottonwood St
(Looking West) – Option 2

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



13th Avenue – Additional Cross Sections



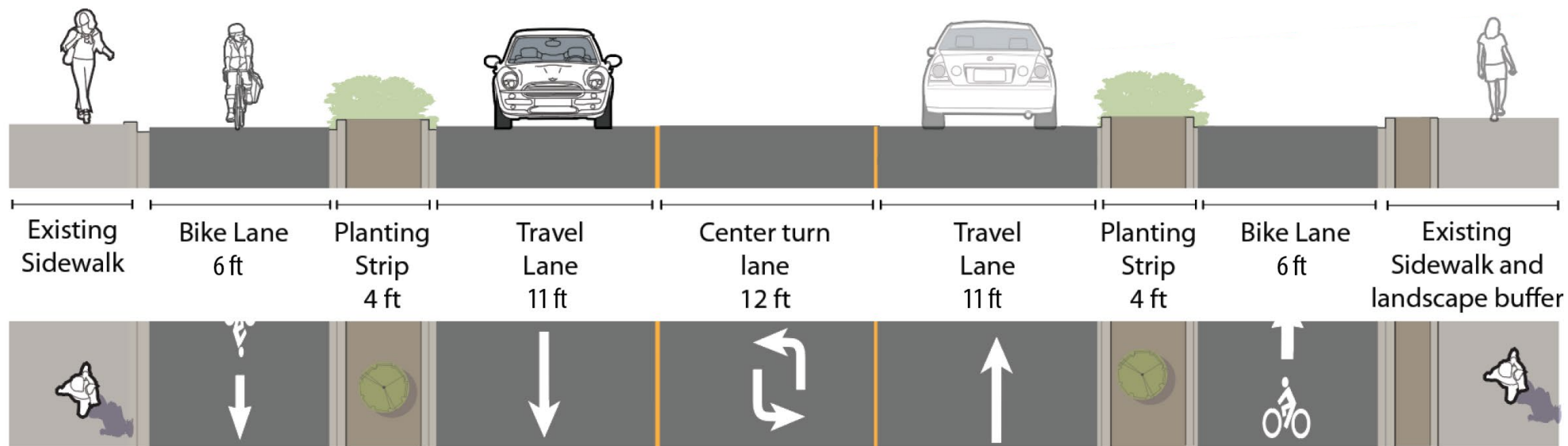
Between Cottonwood St and Belmont Rd (Looking West)

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

[illegible]

Corridor Concept Draft

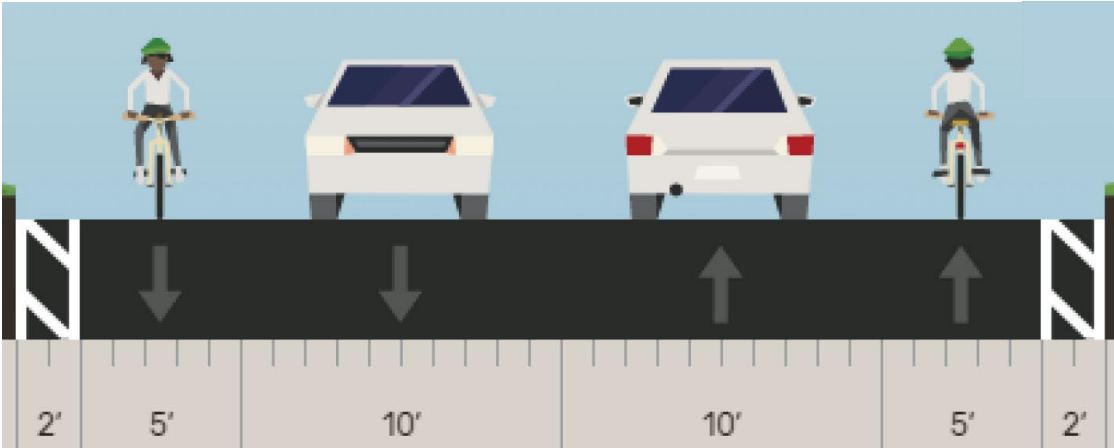
17TH AVE S | FACING WEST



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



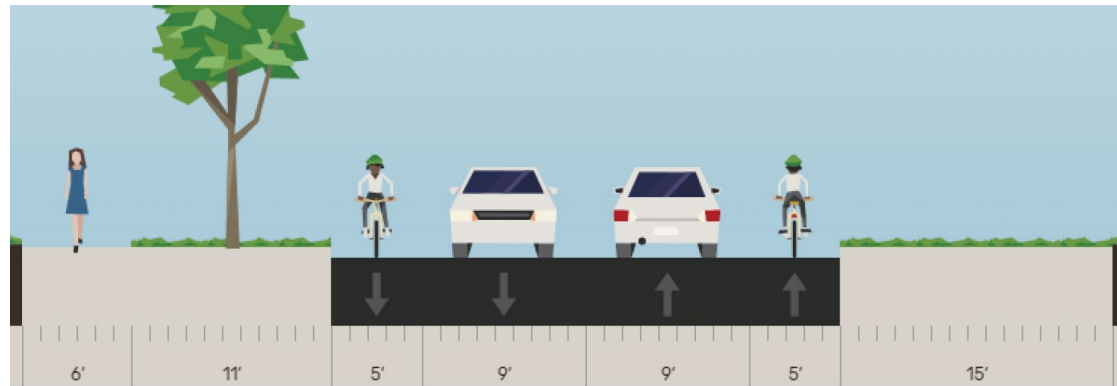
Corridor Concepts – Additional Cross Sections



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

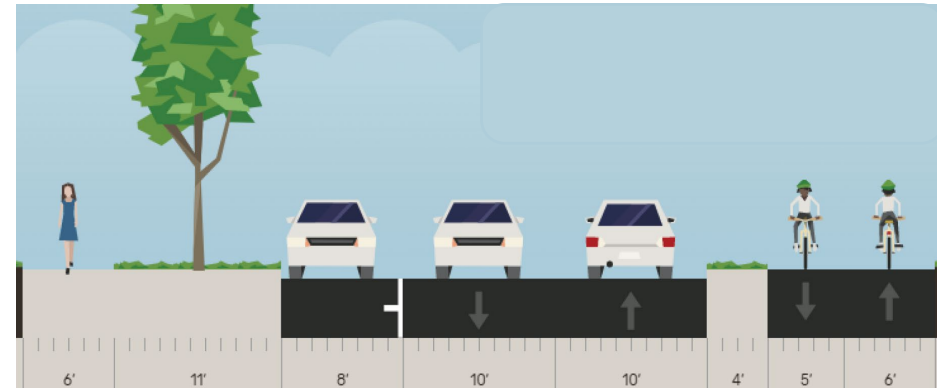
- Assume 35 ft curb-to-curb
- Parking currently permitted south side of street, but only between 6pm – 8am
- Remove parking to allow for standard bike lanes

Corridor Concepts – Additional Cross Sections



Between 12th St and Belmont Road – Option 1

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

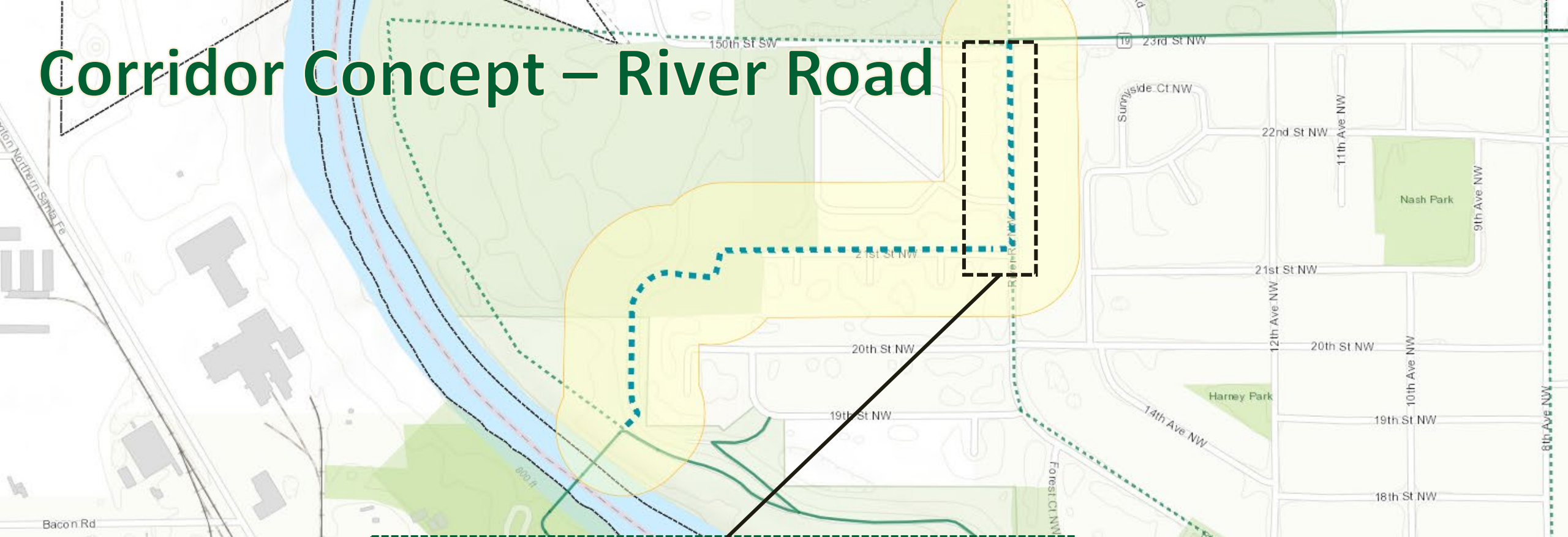


Between 12th St and Belmont Road – Option 2

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

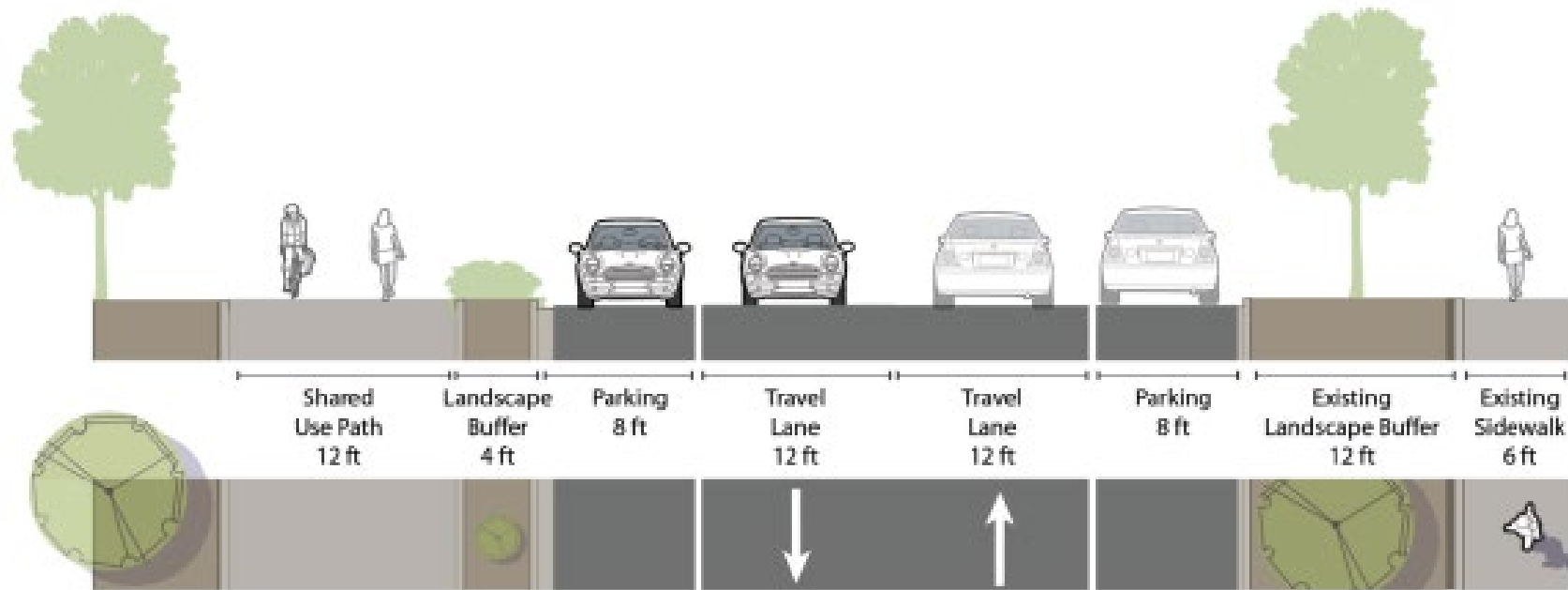


Corridor Concept – River Road



Corridor Concept Draft

RIVER ROAD | FACING NORTH



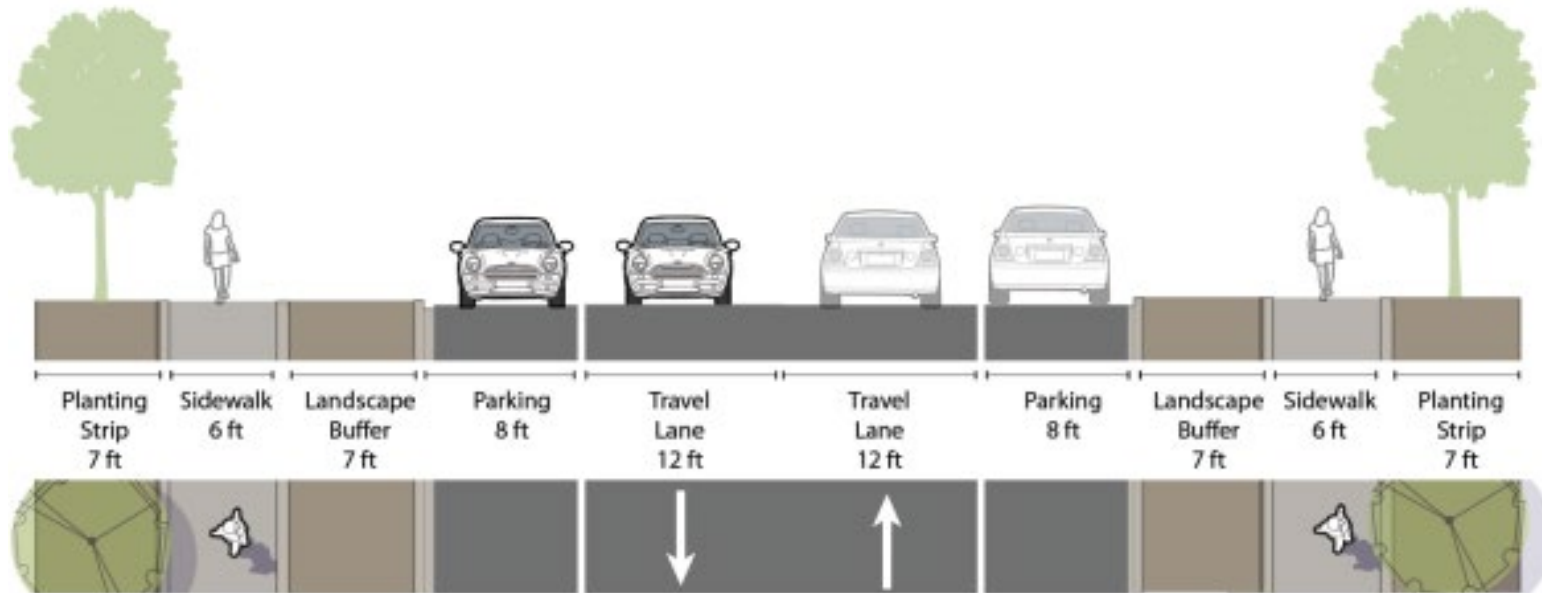
- Assume existing 80' right-of-way
- 40' curb-to-curb with parking allowed on each side of the street
- Existing sidewalk on east side of the street, add a shared use path on the west side
- Consider implementing temporary on-street shared use path on one side to evaluate potential impacts before building shared use path behind the curb
- Consider temporary on street shared use path on the north side of 21st Street





Corridor Concept Draft

RHINEHART DRIVE | FACING NORTH



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

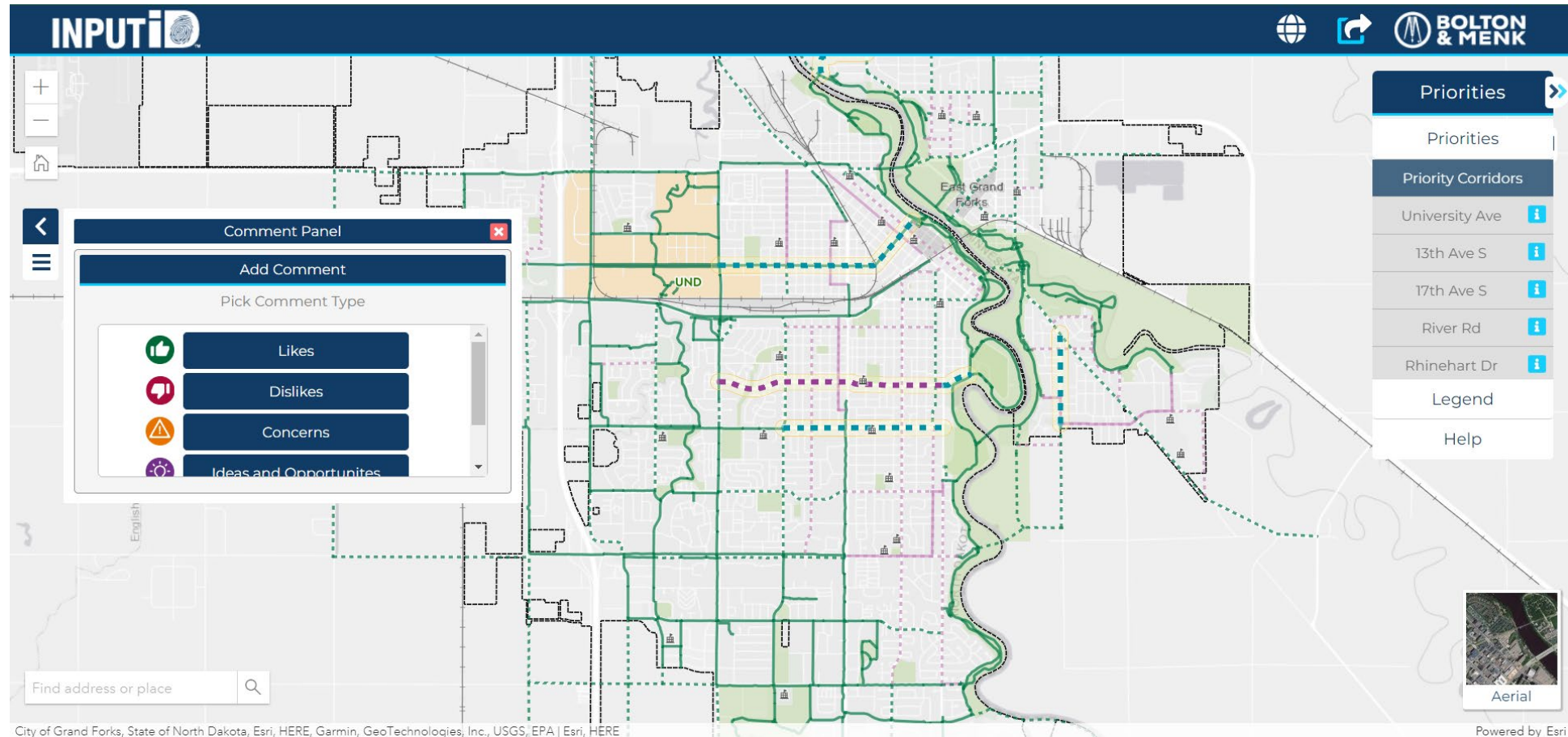


VISION

Discussion Objectives:

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

INPUTiD



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

Next Steps

Later this Week – Additional Open Houses for remaining Priority Corridor Concepts

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

INPUTID closes for comment: April 1st 2023

Plan Adoption and Approval Process: April – June 2023

Thank you!



Project Contacts:

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