



Plans & Policies Report

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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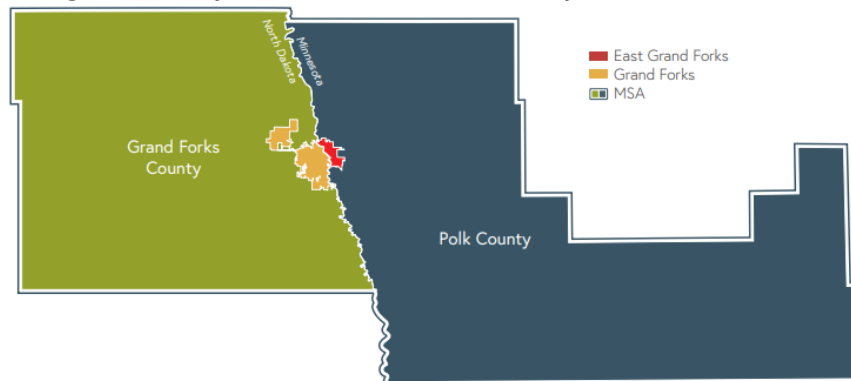
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Sub-Appendix A: City of Grand Forks Sidewalk Grandfather Clause

I. Study Area

The Grand Forks Metropolitan area is made up of the City of Grand Forks, North Dakota, and the City of East Grand Forks, Minnesota (**Error! Reference source not found.**). Separated by the Red River, the Grand Forks/East Grand Forks (GF/EGF) metropolitan area straddles the border of two states. For the purposes of this Bicycle & Pedestrian Element Update, the study area focuses on the urbanized areas of Grand Forks and East Grand Forks, notably omitting the Grand Forks International Airport area to the northwest of the city proper. The Policy and Plan Review examines pertinent planning and policy documents from both cities and states to provide context for past planning and inform the future visioning process.

Figure 1. Study Cities, Counties, and Metropolitan Statistical Area



II. Existing Plans

This review of existing policies and plans examined the contents of seven plans, four studies, and existing ordinances that guide and regulate the operations of bicyclists, pedestrians, and supportive infrastructure within the study area. This is not assumed to be an exhaustive review of

A. all policies.

MnDOT Statewide Bicycle System Plan (2016)

<https://www.dot.state.mn.us/bike/statewide-bicycle-system-plan.html>

The Minnesota Department of Transportation (MnDOT) Statewide Bicycle System Plan is part of the Minnesota GO (MnGO) family of plans, meant to provide a system level planning approach to all modes of Minnesota's transportation infrastructure. The MnGO family of plans sets goals and guidance for investment in all modes of Minnesota's transportation network, with specialized plans for cycling and pedestrian planning. This Bicycle System plan provides a framework for MnDOT to address bicycling needs and interests in Minnesota, with a focus on growing ridership in Minnesota, expanding local bicycle network connections, developing a connected network of state bicycle routes, and increasing user safety and comfort.

As previously stated, the Grand Forks metropolitan area sits on the border of Minnesota and North Dakota, and as such must consider the frameworks set forth by both MnDOT and NDDOT. As a systems-level plan, the MnDOT Statewide Bicycle System Plan provides general guidance for project selection, including:

- Future investments in bicycle infrastructure must be prioritized based on public engagement, have a focus on local connections, and special considerations must be made to include environmental justice populations in the planning process.

- Plan sets three general goals for measuring success: changes in ridership, changes to the rate of crashes and injuries, and evaluation of projects as meeting community needs.

MnDOT Statewide Pedestrian System Plan (2021)

<https://www.dot.state.mn.us/minnesotawalks/index.html>

B.

As part of the MnGO family of plans, the Statewide Pedestrian System Plan is meant to help guide MnDOT's investments throughout the state of Minnesota in walking while centering equity in their approach and responding to the challenges posed by climate change, especially for the most vulnerable Minnesotans. MnDOT's pedestrian planning has historically focused on improvements for ADA compliance. The most recent update of this document sets a new focus with the following goals: promoting walking as a universal need, creating healthy and equitable communities, creating safer spaces for walking, creating enjoyable places to walk, and building internal capacity to advance walking. The document provides four guiding principles and sets investment priorities and investment scenarios. Key determinations include:

- Policies and practices around MnDOT's processes for cost participation, maintenance, and project scoping and needs identification. Since MnDOT assists in funding many of the projects throughout the Minnesota, this is an effective means to mandate specific design considerations without resorting to legislation.
- A robust public engagement process revealed that there is general support sidewalks/sidepaths in all land use contexts, and that Minnesotans strongly support improvements to pedestrian crossings, streetscape landscaping, adequate space on sidewalks, buffers from automobile and truck traffic, and separate facilities from cyclists.
- Provides context-sensitive and climate change mitigation investment scenarios.

C.

Grand Forks-East Grand Forks Transit Development Plan (2017)

The Transit Development Plan (TDP) reviewed public transit infrastructure and is part of the MPO's Metropolitan Transportation Plan. Transit service in the Grand Forks-East Grand Forks Metropolitan area is provided by Cities Area Transit (CAT). CAT is an agency of the City of Grand Forks, and their operations include fixed route and dial-a-ride services within the Cities of Grand Forks and East Grand Forks. Services to East Grand Forks are supported through a cost sharing agreement.

As of September 2019, CAT operates 12 routes six days a week (Monday to Saturday), with service starting at 6 a.m., and concluding around 6 p.m. on weekdays and from 8 a.m. to 6 p.m. on Saturdays. All fixed route buses are equipped with bicycle racks but require a certification card to use said racks. The central transit hub was relocated from Downtown Grand Forks to a new hub located near the Grand Cities Mall in alignment with recommendations from the transit plan.

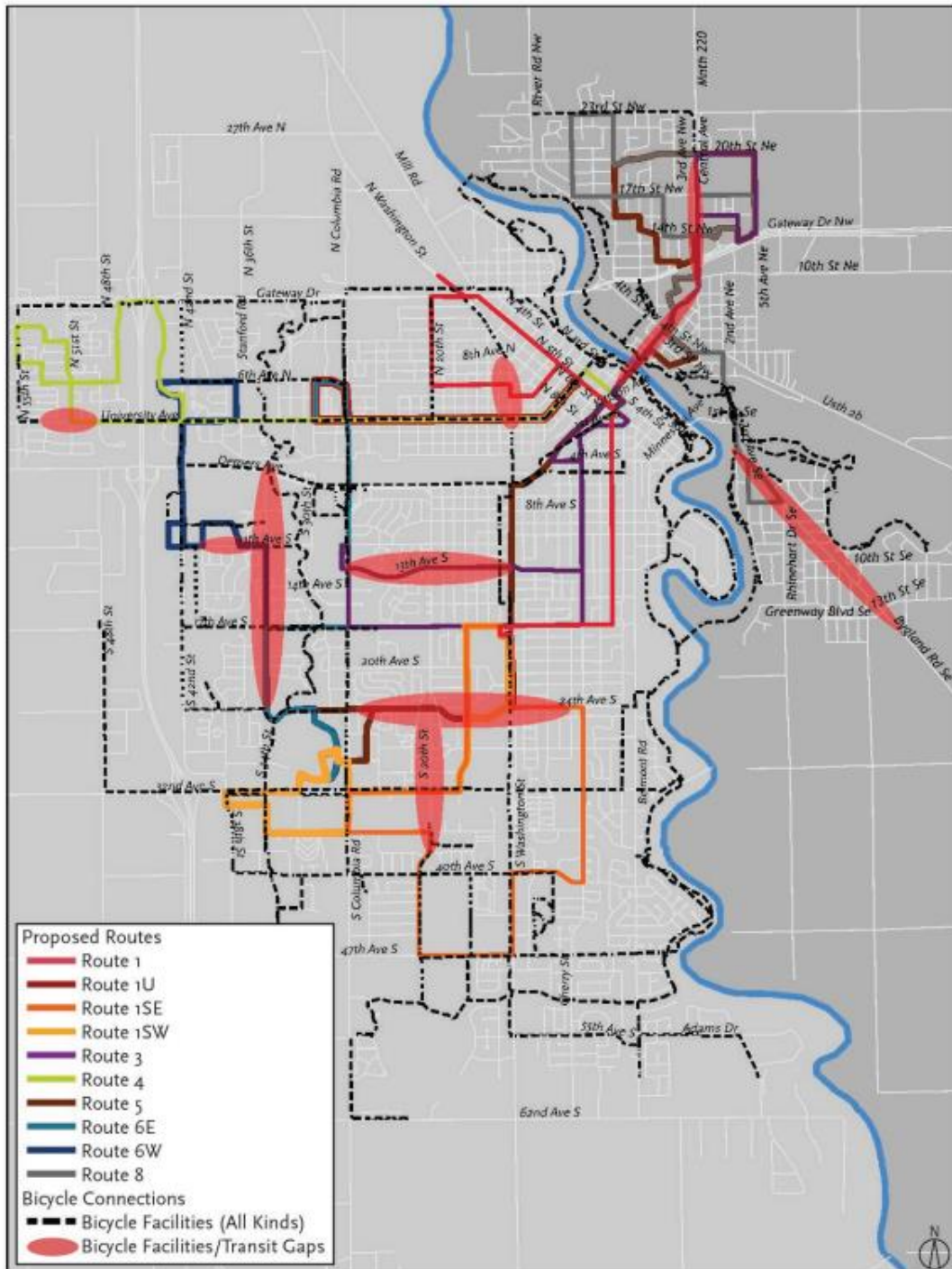
The Transit Development Plan prioritized the transportation goals for the region specific to the transit system. Priority was given to integration and connectivity with the multimodal transportation system, specifically improving biking and walking access to transit. The study conducted a simple bicycle route gap analysis (Figure 2). The analysis prioritized gaps along functionally classified roadways since these roadways have the highest need for dedicated bicycle facilities due to their relative high speeds and volumes.

An update to the Transit Development Plan is currently underway. Tentative short- and

long-term goals from the current TDP update include:

- Integration of University of North Dakota Campus Bus Routes
- General fare policy changes to increasing ridership or funding
- New or improved fixed route, paratransit, and Senior Rider services
- Investments in capital improvements like buses, bus stop enhancements, and support equipment

Figure 2. Bicycle Gaps Analysis from 2017 Transit Development Plan



2014 Metropolitan Transportation Plan (2018)

D.

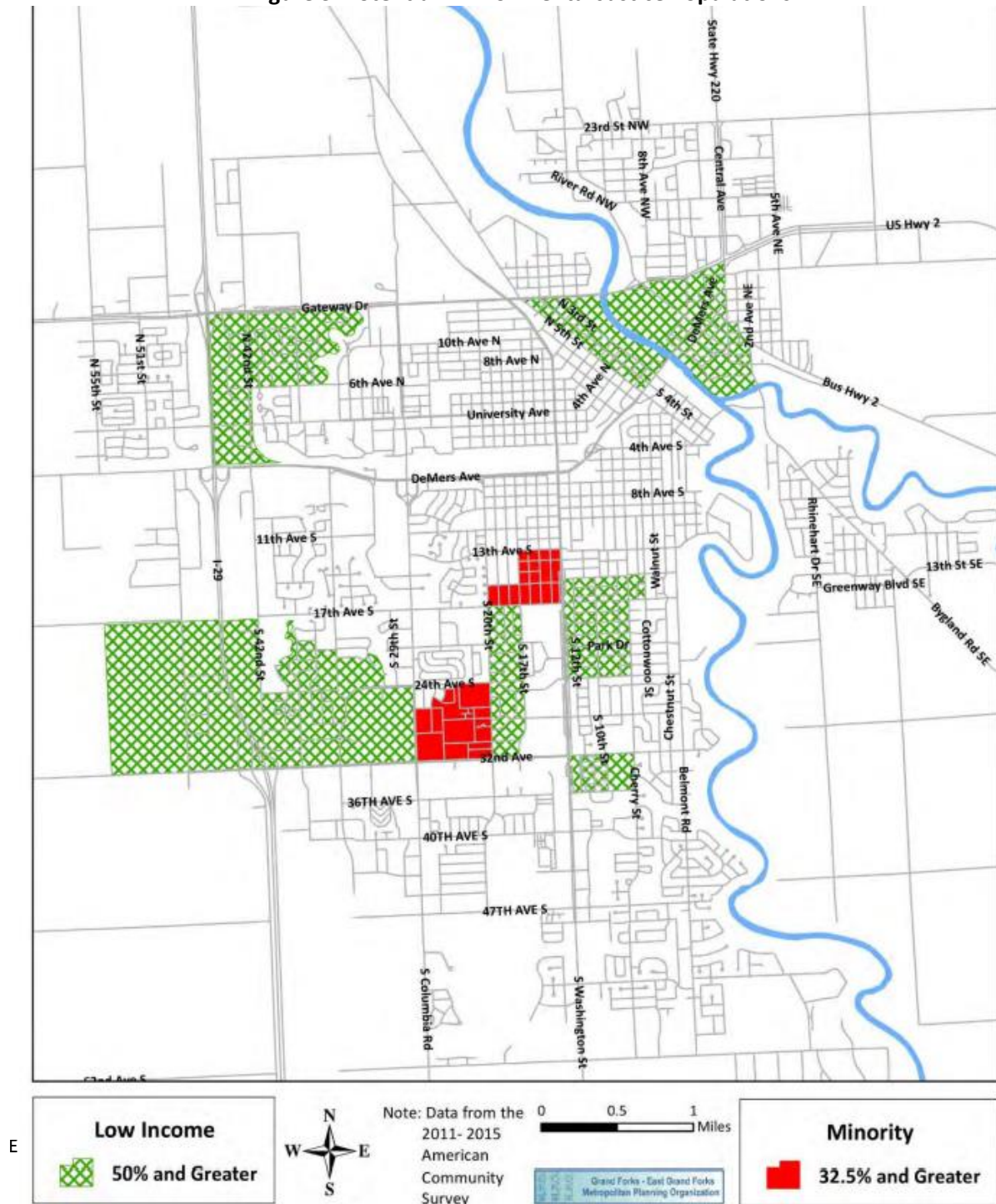
The GF/EGF Metropolitan Transportation Plan (MTP) identifies existing and future needs to maintain a robust regional, multimodal transportation system in the near- and long-term future, based on the vision crafted during the update process for the Transit and Pedestrian/Bicycle elements of the 2045 MTP. The 2045 MTP engagement process produced the following vision statement: “A community that provides a variety of complementary transportation choices for people and goods that is fiscally constrained.”

Actions and strategies outlined within the MTP are complemented by the GF/EGF Metropolitan Planning Organization’s (MPO) Transit Development Plan (adopted July 2017) and Bicycle and Pedestrian Plan (adopted December 2018). These three documents work together to guide planning and funding for multimodal transportation in the GF/EGF metropolitan area. The GF/EGF MPO also developed ten goal areas that align with national performance goals. Goals were identified based on engagement with GF/EGF MPO staff, staff from NDDOT and MnDOT, and the public. These goals have objectives, which are broad visions of system outcomes, and standards, which speak to how processes will be implemented or modified to meet objectives.

Not all goals from the MTP apply to the Bicycle and Pedestrian Element Update. Pertinent elements of the MTP include:

- The 2045 Metropolitan Transportation Plan provides direction and guidance that illustrates the need for investment in bicycle and pedestrian infrastructure, and provides a legislative justification for these investments
- Objectives and standards related to Economic Vitality, Accessibility and Mobility, Environmental/Energy/Quality of Life, Efficient System Management, and Safety may be used to justify infrastructure investments that support non-motorized modes of transportation like cycling and walking.
- The plan’s safety analysis identified an increase in the rate of non-motorized fatality and severe injury crashes in the region. The five-year rolling average ranged from 2.4 to 3.4 with a rising trend of 0.18 per year. For 2018, the region established a target of 3 or fewer non-motorized fatalities and serious injuries with a decline in the trend beyond this time.
- Plan identifies potential environmental justice populations using the metric outlined by the Environmental Justice Program Manual. Identifying these populations allows for directed investments that can address community specific barriers for transportation (Figure 3).

Figure 3. Potential Environmental Justice Populations



Grand Forks/East Grand Forks Bicycle & Pedestrian Element Update (2019)

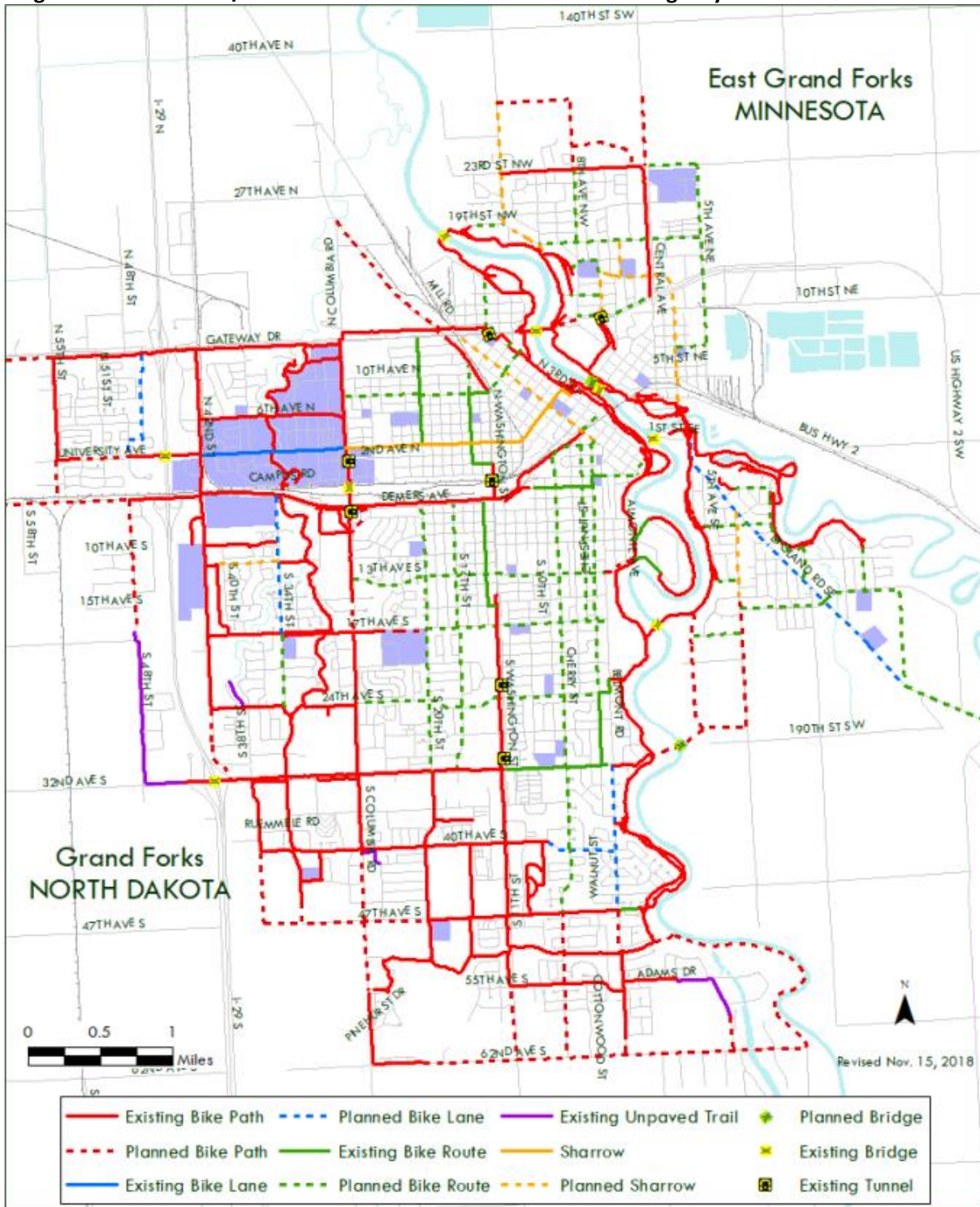
The current Bicycle and Pedestrian Element is a part of the greater suite of documents that comprise the 2045 Metropolitan Transportation Plan. This update was prepared by the GF/EGF MPO with the assistance of a bicycle and pedestrian advisory committee (BPAC). The BPAC provided direction and assistance to the regional MPO in identifying pedestrian and bicyclist issues and needs, giving input on policy recommendations and proposed bicycle and pedestrian networks, and evaluation of the technical and financial criteria for

the prioritization of project recommendations.

This plan update was developed to increase the share of bicycling and walking as part of all trips, improve bike and pedestrian accessibility to key destinations, improve safety outcomes, grow the existing bicycle and pedestrian network, and preserve existing infrastructure. Several near- and long-term objectives were identified as part of the engagement for the study, and existing conditions analysis. Key takeaways include:

- A community survey provided insights into community behaviors and preferences and identified problem areas such as the lack of bicycle parking at destinations.
- Study produced several resources to guide future investments, such as an inventory of trip attractors and generators, and an analysis of access in the existing pedestrian & bicycle network.
- Study provided summary of the existing policy environment that shaped GF/EGF's bicycle and pedestrian networks
- Summarizes existing and proposed bicycle and pedestrian infrastructure throughout the GF/EGF metropolitan area (Figure 4), in addition to an appraisal of current bike and pedestrian infrastructure that forms the basis of the short-, medium-, and long-term project scheduling

Figure 4. Grand Forks / East Grand Forks 2045 Planned and Existing Bicycle & Pedestrian Facilities



North Dakota Moves Active and Public Transportation Plan (2019)

This plan was collaborative effort between the North Dakota Department of Transportation (NDDOT), the North Dakota Department of Health, and North Dakota State Parks and Recreation to consider the needs and improvements of the active and public transportation network over the next twenty years. The North Dakota Moves Active and Public Transportation Plan (ND Moves) included a significant public involvement effort to shape plan goals and priorities to align with public desires and needs for these modes. The plan

drafting process developed eight goals for active transportation and six goals for public transportation. Key outcomes include:

- Produced a series of recommendations on instituting new best practices for active and public transportation investment.
- Provided a framework for determining whether and which type of active transportation infrastructure is appropriate in a given context. This process evaluates need based on the development context (urban, suburban/commercial, rural) and provides guidance on the type of facility to consider, and whether a facility should be installed on one or both sides of a roadway.
- Provided a strategic action and implementation plan divided into ten issue areas.

Grand Forks Downtown Parking Study (2019)

G.

The GF/EGF MPO completed a parking study for downtown Grand Forks in the summer of 2019. This study found that around half of the 3,600 parking spaces throughout downtown sit empty on a typical weekday (Figure 4). The study's projections for parking demand in the future showed that even under the most ambitious future development scenarios, the current parking supply in downtown would be adequate. The study included a series of management strategies, policy recommendations, as well as infrastructure investments to maintain or improve the parking environment through Downtown Grand Forks. The study also highlighted the relationship between parking and the urban form, and how providing excessive space for parking detracts from the ability of other modes of travel to function. To that end, the study recommended that policy makers consider changes to the ordinances that dictate parking minimums and prioritize investments in the pedestrian environment and bicycle infrastructure.

- Recommended that the city conduct a complete ADA evaluation for the downtown area
- Recommended investment in lighting improvements in key areas of downtown to address pedestrian safety concerns
- Recommended investment in alleyway improvements and wayfinding to increase pedestrian accessibility and encourage mode shift
- Recommended that future investment prioritizes high quality bicycle infrastructure, and additional investments be made for secure bicycle storage.

Figure 5. Weekday Total Parking Availability



Grand Forks / East Grand Forks Downtown Transportation Study (2019)

H.

The GF/EGF Downtown Transportation Study focused on identifying solutions that would support healthy and vibrant downtowns in both communities. The two downtown areas share a desire to balance the needs of business traffic, parking, regional traffic, freight on vital corridors like DeMers Avenue, transit, bicyclists, pedestrians, and taxis and ride-hailing as they compete for limited space on the road. This study built off the Grand Forks Downtown parking study, the Downtown Action Plan, future land use plans from previous comprehensive planning efforts, among other plans not covered in this policy review.

The study included an analysis of the downtown pedestrian and bicycle environments. The pedestrian analysis included mapping all pedestrian facilities in the downtown area, tabulating the pedestrian level of service (LOS) for intersections and segments, and conducting crossing counts at major intersections. The bicycle LOS analysis examined travel lane width, vehicle volumes, speeds, heavy truck traffic and pavement condition to determine LOS for the downtown area. The following are select findings pertinent to this Bicycle & Pedestrian Element Update:

- In Downtown Grand Forks, most areas see a pedestrian level of service “B” or better (Figure 5). DeMers Avenue is LOS “C” due primarily to high traffic volumes. Pedestrian traffic volumes are generally higher in downtown Grand Forks.
- Most areas in downtown Grand Forks have a bicycle level of service rating of “D” or worse (Figure 6), with the exclusion of Kittson Avenue and 4th Street south of DeMers Avenue. DeMers Avenue is LOS “E” from 5th Street in Grand Forks through 4th Street NW in East Grand Forks. High traffic volumes, speeds, and lack of dedicated facilities contributed to the lower levels of service.
- The study did not provide any explicit recommendations for moving forward with infrastructure investments in the downtown areas, but LOS data and intersection crossing counts should be considered when prioritizing investment.

Figure 6. Pedestrian Level of Service for Downtown Grand Forks / East Grand Forks

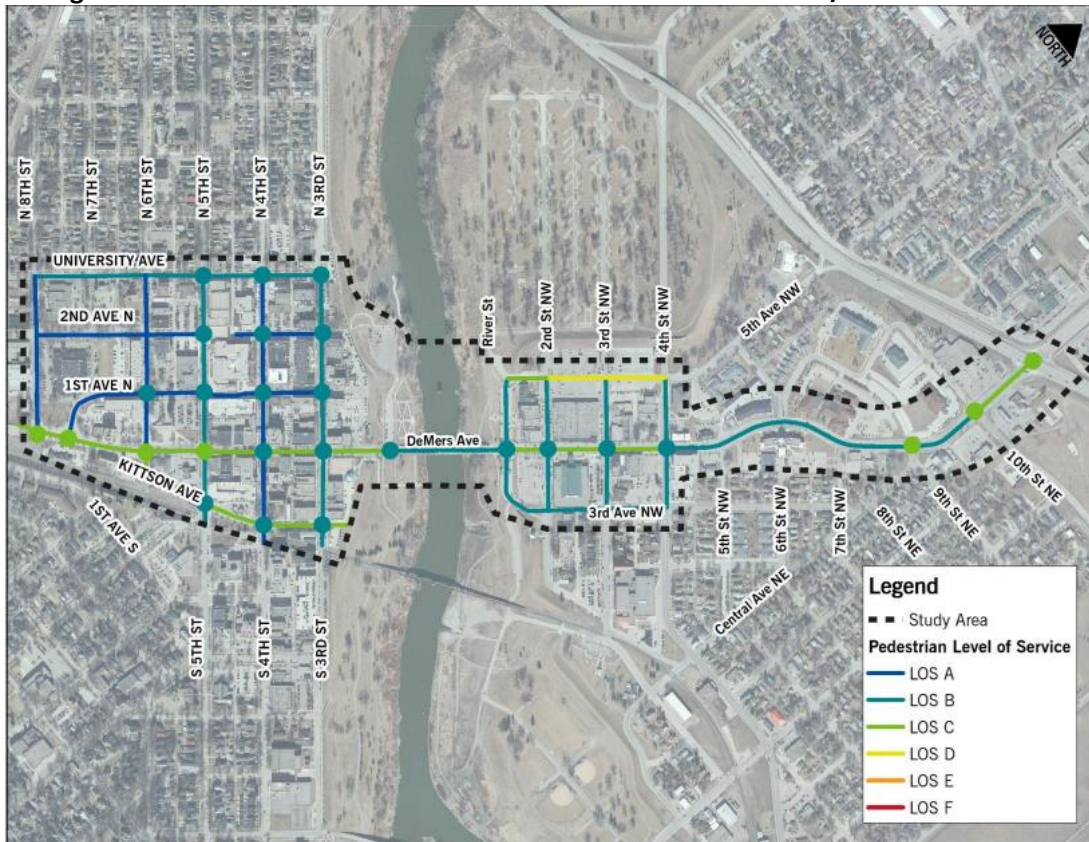
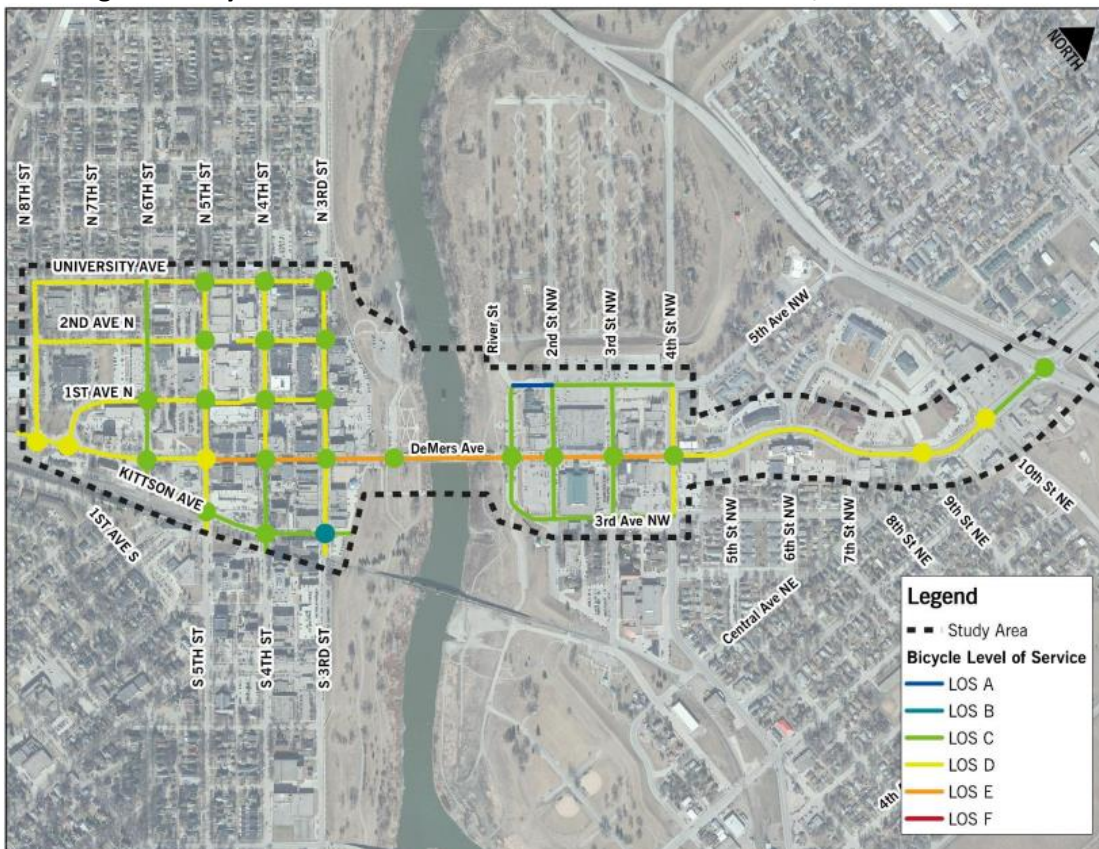


Figure 7. Bicycle Level of Service for Downtown Grand Forks / East Grand Forks



Minnesota 220 N Corridor Study (2019)

I.

The Minnesota (MN) 220 corridor is an important connection within the Grand Forks region, providing a vital connecting corridor between downtown, residential, and commercial areas within East Grand Forks, MN. This study examined MN 220 within East Grand Forks between 140th Street Southwest and 9th Street Northeast, about two miles of MN 220 located on the northern edge of the city and extending into Polk County. The purpose of the study was to provide an update on previous evaluations and develop recommendations for future transportation needs along MN 220 and its crossroads. Significant findings include:

- The study conducted an analysis of corridor multimodal characteristic and accessibility, in addition to identifying safety deficiencies along the corridor. This included an assessment of ADA compliance along the corridor, and mapping of existing and proposed bicycle and pedestrian infrastructure, as well as the location of sidewalk gaps.
- The study provided several alternatives to align with the goal of improving pedestrian crossing opportunities, accessibility, and safety at key locations along the corridor.

University Avenue Corridor Study (2021)

J.

With a grant from the Knight Foundation, the City of Grand Forks completed a corridor study for University Avenue from Columbia Street to North 6th Street. This study created a redevelopment strategy, programmatic recommendations, and streetscape renderings and sketches for University Avenue. The study's recommendations can be broadly grouped into four themes: enhancing corridor safety, integrating all forms of transportation, boosting corridor activity, and celebrating neighborhood identity. The study included a significant community engagement component, and the results of the engagement indicated broad community support for improvements to cyclist and pedestrian safety along the corridor. Other items of note from this study as they pertain to the future of bicycle and pedestrian planning in Grand Forks include:

- Recommendations to enhance corridor safety for all road users, with specific focus on improving lighting, intersections, streets, and sidewalks.
- Online survey indicated that the public was interested in cycling safety improvements to the corridor.

K.

- Study provided a phased implementation action plan for near-, medium-, and long-term improvements (many of these have been completed)

2050 East Grand Forks Land Use Plan (2021)

Every five years, both main cities update their land use plans, serving the needs of both the cities, the MPO, and overall planning and development strategy for the region. The land use plan, goals and policies, implementation measures, and other plan elements serve as tools that can be referenced on a regular basis by city staff and elected officials for making decisions regarding the management of community growth. The community of East Grand Forks, through engagement for the land use planning process, has shown sustained interest in using land use to support a greater variety of transportation options in the city. The plan proposed guidelines for recommendations and changes to the legal apparatus that shapes new development. East Grand Forks' most recent update to their land use plan organized its goals and policies around five topics: Housing/Residential, Economic Development, Urban Expansion Area, Parks, Recreation and Open Space, and Transportation.

These recommendations should be considered when developing the future bicycle and pedestrian policies and plans for the region. The Land Use Plan included an analysis of existing policies and ordinances as they apply to East Grand Forks and provides recommendations for changes to the existing ordinances to better support active transportation.

- Recommended that the city adopted new ordinances or revise existing ordinances to better support biking and walking as modes of transportation. This includes:
 - Instituting new requirements for bike parking at new developments, and install bike parking at existing destinations, in addition to following AASHTO, NACTO, FHWA, MnDOT and other guidance on developing bicycle facilities.
 - Develop a dedicated funding source to build out the City's sidewalk and trail network.
 - Review/modify sidewalk policies to include goal of providing sidewalks on both sides of urban (curb and gutter) local streets including new development and retrofits on existing streets, (including dead-ends) to provide cut-throughs or park/trail connections.
 - Recommended changes to the transportation standards for development that will encourage biking and walking infrastructure. These included:
 - Develop a dedicated funding source to build out the East Grand Forks sidewalk and trail network
 - Review/modify the existing sidewalk policies to include goal of providing sidewalks on both sides of urban local streets, including new developments and retrofits on existing streets. This includes providing cut-throughs or park/trail connections
 - Allow for facilities that enhance the pedestrian environment including pedestrian-scaled lighting, public art, wayfinding, vegetation, etc.
 - Accommodate commercial activities that invite walking and add activity and interest to the area.
 - Establish guidelines for installation of rest stop facilities including benches, water refill stations, short-term parking, bicycle maintenance stations, trash and recycling, and restrooms.
 - The 2050 Land Use Plan also provided additional recommendations for additional standards and procedures to be considered for any new development proposed in East Grand Forks. These included:
 - Permit use of an in-lieu-of ratio of 6 to 1 for providing bicycle parking in place of automobile parking for commercial and residential uses in Downtown and in areas adjacent to Downtown where off-street parking is currently required.
 - Require bike parking minimums as a percentage of total automobile parking spots provided.
 - Adopt APBP's Bicycle Parking Guidelines as official policy.
 - Provide regular, safe, and marked crossing opportunities for people

walking or biking. The plan recommended a crossing every ½ mile along minor arterials, and a safe crossing every ¼ in neighborhoods and areas adjacent to schools, parks, and commercial or retail land uses.

- Install ADA-compliant curb ramps at all marked and unmarked crosswalks
- Install curb extensions where possible, including commercial districts, neighborhoods, near schools, and where on-street parking is permitted.
- Include advanced stop bars to improve safety and motorist positioning away from crosswalks.

2050 Grand Forks Land Use Plan (2022)

L.

The latest iteration of Grand Forks' Land Use Plan is built around five topic areas, Housing, Transportation, Public Health, Economic Development, and General Development, and six livability principles (Figure 8). While similar to the East Grand Forks 2050 Land Use plan, this is a distinct document with individual but sometimes parallel goals to the East Grand Forks plan. When possible, this update to the Bicycle and Pedestrian Element will work to find parity between the goals of the two land use plans in order to provide recommendations that help meet the needs of both governments.

Figure 8. Grand Forks 2050 Land Use Livability Principles



The plan recognizes the relationship between land use and the viability of alternative modes of transportation. The region's rural foundations do provide some barriers to biking and walking, but changes in policy and investment direction can provide some opportunities to address the outcomes of these previous investments. To help planners and policy makers meet this policy objectives, the 2050 Land Use Plan provides three goals to measure the efficacy of land use development and its support for improved multimodal accessibility:

1. Ensure that the transportation system and associated land use patterns provide high quality, accessible choices for all users.
2. Ensure that future land use patterns respond to new transportation technologies.
3. Improve and expand facilities related to multimodal transportation.

The Land Use Plan also includes an analysis of several key transportation corridors in the city

(activation areas) and three growth tiers meant to organize development and expansion. The plan prioritizes infill development over greenfield development, which should be supported via increased viability of biking, walking, and transit. The five activation corridors include:

- Gateway Drive
- University Avenue
- South 42nd Street
- 32nd Ave South
- South Washington Street

The 2050 Land Use Plan addresses where previously land use planning policy clashed with plans to improve transportation options within Grand Forks. To reconcile these conflicts, the 2050 Land Use Plan recommits to the Ladders of Opportunity initiative, which recognizes the role that transportation, especially multimodal transportation options, have in connecting communities to economic opportunity. The Ladders of Opportunity initiative is focused on utilizing transportation planning and construction projects to better connect and revitalize communities.

III. Existing Policies

A. Grand Forks and East Grand Forks Ordinances

The previous iteration of the Bicycle and Pedestrian Element (2019) included a review of ordinances that regulated bicycle and pedestrian activity and infrastructure throughout the metropolitan area and provided some analysis on the ordinances. As Grand Forks and East Grand Forks maintain separate municipal codes, there is some discrepancy between the expectations and standards of the two communities with regards to sidewalk design standards and where bicycles may be operated.

1. Grand Forks Sidewalk and Pedestrian Ordinances

The City of Grand Forks Municipal Code Ch. 14, § 4 prescribes the expectations for the development and maintenance of the greenway, and Ch. 16, § 2 prescribes the expectations for sidewalk construction and maintenance. Sidewalks must be built to the specifications determined and established by the city engineer. Specific ordinances that are pertinent to the bicycle and pedestrian element are as follows:

a) City of Grand Forks Code of Ordinances Ch 14, § 4 - The Greenway

The Greenway serves both as a linear park fronting the Red River that supports the systems of levees and flood mitigation measures. The Greenway was established by ordinance in 2006. Owing to its length and central location between the communities of East Grand Forks and Grand Forks, the Greenway has developed into a north-south pedestrian and cycling route. Subdivision 1 of Article 4 establishes the purpose of the greenway area and facilities and sets the city council as the legal entity responsible for the protection and preservation of the greenway. The greenway is a vital part of the bicycle and pedestrian network and serves as both a utilitarian connection as well as a recreational destination.

b) City of Grand Forks Code of Ordinances Ch 16, § 2 - Sidewalk Construction and Maintenance

The content of the following subdivisions of the ordinance help contribute to a complete and comprehensive sidewalk system. Most streets, except those detailed in Subd. 22, are required to include sidewalks as part of the development process. Subdivisions of the ordinance mandate sidewalks on most of the public right-of-way in the City of Grand Forks, with limited exceptions afforded to areas historically excluded from the requirements to include sidewalk construction. Maintenance, such as snow removal and other responsibilities are also set in the article. Unlike East Grand Forks, the City of Grand Forks has not adopted any ordinances that mandate ADA compliant construction. However, as per Subd. 2 through Subd. 4, all sidewalk construction must meet the specifications of grade, material, and width specification set by the city engineer, which is used to enforce ADA compliance in construction. Subdivisions of the article set timeframes for sidewalk construction, which varies from time that the street is paved to within nine months of after a building permit is issued.

c) Sidewalk construction statutes:

- Ch 16, § 2, Subd. 17 - Installation on Arterial and Collector Streets
- Ch 16, § 2, Subd. 18 - Installation on local streets over three hundred feet in length
- Ch 16, § 2, Subd. 19 - Installation on minor streets less than three hundred feet in length
- Ch 16, § 2, Subd. 22 - Grandfather Clause

The City of Grand Forks allows certain areas to be exempt from the requirement to construct sidewalks, which extends to all industrial areas and scattered sites where, due to historic precedent, sidewalks were not required in the past. This exemption can be overturned if 55 percent of the owners of lot footage abutting the proposed sidewalk request the sidewalk. The sites listed in the clause not associated with industrial development are largely located in the core of Grand Forks and represent significant gaps in the pedestrian network. The city has a policy of filling these gaps in the sidewalk network as opportunities arise.

d) City of Grand Forks Code of Ordinances Ch. 8, § 4 – Pedestrians

This ordinance relates to the basic rules pertaining to pedestrians, such as crossing at intersections, yielding the right-of-way to vehicles on the roadway, and prohibition against walking in the street unless no other pathway has been provided.

2. City of Grand Forks Bicycle Ordinances

The City of Grand Forks Municipal Code Ch. 8, § 11 prescribes the expectations for the usage of bicycles and motorcycles on the public right-of-way and bicycle paths, such as the Greenway. Bicycles are subject to same provision as they would be as the operator of any motorized vehicle, except for special considerations outlined within the article. Bicycles are permitted to ride on the sidewalk in residential districts within Grand Forks, even in the case where there are dedicated facilities. Other components of the article regulate the behavior of vehicles entering. There are no regulations listed in the municipal code that mandate the inclusion of bicycle parking for new development and major renovations. The only guidance offered for bicycle parking is limited to requirements for parking provide by businesses operating a bike share service.

- a) Ch. 8, § 11, Subd. 3 – Cyclists subject to traffic regulations
- b) Ch. 8, § 11, Subd. 4 – Riding on sidewalks in residential districts
- c) Ch. 8, § 11, Subd. 6 – Vehicular traffic prohibited on designated bicycle lanes
- d) Ch. 8, § 11, Subd. 10 – Yielding and stopping while operating a bicycle on a roadway

3. East Grand Forks Sidewalk and Pedestrian Ordinances

In East Grand Forks, standards for the pedestrian environment such as sidewalks and trails are set through Ordinance 313 3rd Series, an amendment to Chapter 151 “Subdivision Regulation” Section 151.106 (B). The amendment updates the ordinance to define requirements for physical attributes of the sidewalks such as width, thickness, and grade, in addition to requiring compliance with the most current ADA standards. The ordinance lists no exemptions and sets a timeline for sidewalk installation in new subdivisions and provides for a penalty in the case that sidewalks are not installed in a timely manner. The ordinance does not provide guidance for installation of sidewalks during road reconstruction projects of roadways without existing sidewalks.

4. East Grand Forks Bicycle Ordinances

The bicycle component of the code is covered in Title VII (Traffic Code) Chapter 75 of the East Grand Forks municipal code. These are derived from the Minnesota Statute 169. The East Grand Forks ordinance states that bicycles are prohibited from riding on the sidewalk in businesses districts but are required to ride on a sidewalk or shared use path when one is available. This is a holdover from a previous iteration of the Minnesota Statute 169 which has since been repealed. The *Grand Forks Bicycle and Pedestrian Element* notes that while shared use paths are part of the greater bicycle network, they are not able to fully substitute the need for street access, and that this statute does not consider the variety in comfort and skill among cyclists and how that might impact their choice to use a shared use path over the road. Like Grand Forks, the East Grand Forks code of ordinances does not mandate bicycle parking as part of the development or redevelopment process.

5. East Grand Forks Greenway Ordinance

To ensure that the Greenway remains safe and peaceful, the East Grand Forks city council added sections 90.02 through 90.19 to their city code, last updated September 2021. These ordinances cover the maintenance and operations of the Greenway, set up permitted uses, and attempt to ensure the general safety and public welfare of people using the Greenway.

- 90.04 Hours of Operation: The greenway is open to the public from 5:00 a.m. to 11:00 p.m.
 - This ordinance may limit the ability of cyclists and pedestrians to use the Greenway for any reason outside of designated hours. This could impact odd-hours commuters who rely on the Greenway.
- All other related ordinances address the general regulation of parkland, such as special uses, alcohol, public safety, environmental protection, animals in the Greenway, wildlife protection, picnicking, motor vehicle use, and permits. The regulatory motor vehicle definition includes an exception for electric assist/pedal assist bicycles on the Greenway.

Sub-Appendix A: Grand Forks Sidewalk Grandfather Clause