Form: 22657

Greater Grand Forks

Started at: 12/12/2022 03:20 PM - Finalized at: 2/13/2023 02:50 PM

Page: Application Tips

- **A word version of this application is available for download, at bit.ly/BFCappSpring23 (https://bit.ly/BFCappSpring23) -** that document highlights all new and updated questions on the application since the previous round, and can also be useful to review all the dependent fields that are hidden on the online application until their corresponding parent answer option is selected.

- Find a Glossary of Terms used in the BFC Application here (https://docs.google.com/spreadsheets/d/1IK31XfewKWUCVr6BuLJvooO8A7jKfUziGBj0hzxqXjE/edit#gid=0). If you come across a term on the application that is not listed on the glossary that you have questions about, please email bfa@bikeleaue.org.

- **The Bicycle Friendly Community online application now allows multiple user accounts to collaborate** on a single application! To add a collaborator, click on "Manage Collaborators" in the upper right-hand corner of your online application. Learn more on our Application Portal FAQs (https://bicyclefriendly.secure-platform.com/a/page/FAQs).

- The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction's boundaries**. However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate 'E' section.

- The application is designed **for communities of all sizes.** The conditions that make your community unique -- size, type, location, climate, demographics -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.

- **It is not necessary to be able to check every box on this application to earn a BFC designation.** We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list.

- Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done**. So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).

- If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or **use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details**. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.

- If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application.

- Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.

- **A note about the impact of the COVID-19 Pandemic:** We recognize that many communities had to cancel or severely alter their in-person classes and events due to the COVID-19 pandemic over the last several years. On questions that ask about in-person activities that happen "at least annually" you can check the box for activities that typically happened annually before the pandemic, and that have resumed or are planned to be resumed when it is safe to do so.

- If you need help with the online application, visit our Application Portal FAQs page here (https://bicyclefriendly.secure-platform.com/a/page/FAQs) or contact us at bfa@bikeleague.org.

Page: Application Intro

Community Name:

Greater Grand Forks

Has the community applied to the Bicycle Friendly Community program before?

Returning Application > Applying for Higher Award Level

What year was the community's most recent BFC application?

2018

What was the result of the community's most recent BFC application?

Bronze

If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map (http://bikeleague.org/bfa/search/map?bfaq=) and used to promote your community through League social media channels.

Community Website:

www.grandforksgov.com (http://www.grandforksgov.com)

Community's Twitter URL:

https://twitter.com/GrandForksCity (https://twitter.com/GrandForksCity)

Community's Facebook URL:

https://www.instagrhttps://www.facebook.com/CityofGrandForks (https://www.instagrhttps://www.facebook.com/CityofGrandForks)

Community's Instagram URL:

https://www.instagram.com/grandforksnd (https://www.instagram.com/grandforksnd)

Community's Flickr or other public photo sharing URL:

Page: Contact Information

Applicant First Name

Kim

Applicant Last Name

Greendahl

Job Title

Greenway Specialist

Department

Public Works

Employer

City of Grand Forks

Street Address (No PO Box, please)

724 North 47th Street

City

Grand Forks

State

North Dakota

Zip

58203

Phone #

7017388746

Applicant Email Address

kgreendahl@grandforksgov.com

Did you work with any other local government agencies, departments, or city staff on this application?

Yes

Please list up to 10 additional government agency contacts.

Agency Contacts

Stephanie Halford
Metropolitan Planning Organization
Executive Director
stephanie.halford@theforksmpo.org

Nancy Ellis
City of East Grand Forks
City Planner
nellis@egf.mn

Christian Danielson
City of Grand Forks
Civil Engineer, Principal
cdanielson@grandforksgov.com

Carter Ueland
City of Grand Forks, Engineering department
Civil Engineer
cueland@grandforksgov.com

Sierra Johnson
City of Grand Forks
Planner
sjohnson@grandforksgov.com

Reid Huttunen
EGF Parks & Recreation Department
Superintendent
rhuttunen@egf.mn

Steve Hell
Grand Forks Park District
Parks Operations Manager
shell@gfparks.org

Did you work with any local advocacy organizations or citizen volunteers on this application?

Yes

Please list up to 10 additional local advocacy contacts.

Advocacy Contacts

Aaron Kennedy
None
Volunteer
aaron.kennedy@und.edu

Simon Murphy
Ski & Bike Shop
Co-owner
simonmurph7@gmail.com

Mark MacDonald
Scheels Sporting Goods
Manager
mamcdonald@scheels.com

Ben Johnson

Volunteer
BJohnson@jlgarchitects.com

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

No

(For internal use only.)

Name:

Brandon Bochenski & Steven Gander

Title:

Mayors

Email:

bbochenski@grandforksgov.com

Street Address

255 N. 4th Street and 600 DeMers Ave

City

Grand Forks & East Grand Forks

State

North Dakota

Zip

58203 & 56721

Page: Community Profile pt. 1

Please note: The application will refer to your type of jurisdiction as **'community'** throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

A1. Name of Community:

Greater Grand Forks

A2. Name of County/Borough/Parish:

Grand Forks and Polk

A3. State:

North Dakota

A4. Link to map of community boundaries:

https://www.google.com/maps/@47.9088314,-97.070639,12142m/data=!3m1!1e3 (https://www.google.com/maps/@47.9088314,-97.070639,12142m/data=!3m1!1e3)

A5. Type of Jurisdiction

Town/City/Municipality

A6. Size of community

26.5

A7. Total Population:

68160

A8. Population Density:

2572

For definitions, see FHWA Bikeway Selection Guide (page 20) (https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf).

A9a. Rural

0%

A9b. Rural Town

0%

A9c. Suburban

50-75%

A9d. Urban

1-24%

A9e. Urban Core

1-24%

A10. What is the street network density of the community?

10.1-15.0

A11. What is the average intersection density?

More than 500

A12. Do any of the following significant physical barriers to cycling exist in your community?

Major highways or divided arterials with no or limited crossings, Geographical challenges (e.g. large or sprawling community), Extreme cold/heavy snow, Other seasonal or weather challenges, Large body of water (e.g. river), Railroad corridors

Page: Community Profile pt. 2

Find the following information for your community at: https://data.census.gov/cedsci/ (https://data.census.gov/cedsci/)

Click here for detailed instructions to find answers to each question below:

(Click here to view or hide detailed instructions)

How to search:

We highly recommend that you do this on a desktop computer as the tables are easier to read on that screen. However, you can still find them from the dropdown menu on your phone or tablet.

A13. Census Profile Link:

From the main search field at https://data.census.gov/cedsci/ (https://data.census.gov/cedsci/), enter your community's name and click the search icon.

From the search results, click "View Profile" on the right hand side.

(e.g. See the profile pages for Madison, WI: https://data.census.gov/cedsci/profile?g=1600000US5548000 (https://data.census.gov/cedsci/profile?g=1600000US5548000) ; or for Athens – Clarke County, GA: https://data.census.gov/cedsci/profile? g=0600000US1305990138 (https://data.census.gov/cedsci/profile?g=0600000US1305990138) ; or for Jamestown S'Klallam Tribe, WA: https://data.census.gov/cedsci/profile?g=2500000US1655 (https://data.census.gov/cedsci/profile?g=2500000US1655))

IF YOUR COMMUNITY DOES NOT FALL NEATLY INTO A CENSUS PLACE: *Please use A13 to provide the link to your best source of the following data for all of the following questions below. For questions A14-A22, please provide best estimates for each question. Use the space provided in question A23 to provide any additional information or context about your community to help our reviewers better understand your socioeconomic and demographic details for your community.*

A14. Age distribution

Tip: This data is available under *the "Populations and People" section* of your community's census profile page. Click on *"Populations and People"* on the left hand side of the profile and you should see a simplified graph with the following fields. You can also click on Table "S0101" for a more detailed breakdown of the age categories in your community.

A15. Percent of the Population that Speaks a Language Other Than English at Home

Tip: Click on the *"Populations and People" section* of your community's census profile page, and then scroll down to *"Language Spoken at Home"*. Enter the number listed above "Language Other Than English Spoken at Home in (your community)" on the left in question A15.

You can also click on Table "S1601" for a more detailed breakdown of the languages spoken at home in your community.

A16. Percent of population that is Foreign Born

Tip: Click on the *"Populations and People" section* of your community's census profile page, and then scroll down to *"Native and Foreign Born"*. Enter the number listed above "Foreign Born population in (your community)" on the left in question A16.

You can also find this information on Table "DP02" under PLACE OF BIRTH for this information, as well as under WORLD REGION OF BIRTH OF FOREIGN BORN for a more detailed breakdown.

A17. Median Household Income

This data is listed at the top of your community's census profile page, or can be found by clicking on the *"Income and Poverty"* section and then on Table "S1901". Once on table S1901 scroll to the section "Median income (dollars)" to find the information for this question.

A18. Poverty Rate

This data is available under the "Income and Poverty" section of your community's census profile page. Click on "Income and Poverty" on the left hand side of the profile, and scroll down to "poverty".

A19. Bicycle Commute Rates by Sex

From your community's census profile page, click on the *"Employment"* section and then scroll down to *"Commuting"* and click on **Table S0801**: COMMUTING CHARACTERISTICS BY SEX. On table s0801, find "Means of Transportation to Work" and scroll down to the row that says "Bicycle". Scroll to the right to find the percentages for Total Estimate, Male Estimate, and Female Estimate in the "Bicycle" row.

A20. Percent of Household with No Vehicles Available

From your Census profile link, click on the "Housing" section and then click on Table "DP04". Once on table DP04, scroll to the section "VEHICLES AVAILABLE" to find the information for this question. **Scroll to the right to find the percentage for your community next to "No vehicles available".**

A21. Disability Characteristics

From your Census profile link, click on the "*Health*" section and then the "*Disability*" section. Enter the number listed above "Disabled Population in (your community)" on the left in question A21a. Questions A21b-e can be found on the bar graphs on the right in this same section.

A22. Racial & Ethnicity distribution

Tip: From your community's census profile page, click on the "Race and Ethnicity" section and then click on Table P1 and then DP05 "*ACS Demographic and Housing Estimates*" and then scroll down to "RACE". **Scroll to the right to find the Percent column.**

For the first six categories below, enter the percentage numbers found for that category under "One Race" and then enter the total percentage listed for "Two or more races". Scroll down to the "HISPANIC OR LATINO AND RACE" section to find the total percentage for "Hispanic or Latino (of any race)".

A13. Census Profile link:

https://data.census.gov/all?q=Grand+Forks+city,+North+Dakota (https://data.census.gov/all?q=Grand+Forks+city,+North+Dakota)

A14a. Under 5 years:

14

A14b. Under 18 years:

24

A14c. 18 years and over:

76

A14d. 65 years and over:

13

A15. Percent of the Population that Speaks a Language Other Than English at Home:

6.6

A16. Percent of population that is Foreign Born:

4.8

A17. Median Household Income:

59,754.50

A18. Poverty Rate:

15.3

Enter numbers only - answer must be in ##.## format.

A19a. Total Bicycle Commuters:

1.3

A19b. Male Bicycle Commuters:

2.5

A19c. Female Bicycle Commuters:

0.1

A20. Percent of Household with No Vehicles Available:

1.8

*Note: The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

For examples, see "Disabled People Ride Bikes (and Trikes, and Tandems and Recumbents)!" (https://rootedinrights.org/video/disabled-bikers/) a short film produced by Rooted in Rights (https://rootedinrights.org/).

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren't already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

A21a. Total percent of "Disabled Population":

11.2

A21b. Percent of population with a hearing difficulty:

3

A21c. Percent of population with a vision difficulty:

2.65

A21d. Percent of population with a cognitive difficulty:

5.75

A21e. Percent of population with an ambulatory difficulty:

6.3

Enter numbers only - answers must be in ##.## format.

A22a. White:

87.3

A22b. Black or African American:

5.1

A22c. American Indian and Alaska Native:

4.3

A22d. Asian:

1.9

A22e. Native Hawaiian and Other Pacific Islander:

0.6

A22f. Some other race:

2.6

A22g. Two or more races:

3.9

A22h. Hispanic or Latino (of any race):

6.1

A23. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe.

Census data referenced in worksheet was found at:

https://data.census.gov/table?q=Grand+Forks+city,+North+Dakota&tid=ACSST5Y2021.S0101
https://data.census.gov/table?q=East+Grand+Forks+city,+Minnesota&t=Age+and+Sex&tid=ACSST5Y2021.S0101

Page: Engineering

B1. Does your community currently have any of the following policies in place? Check all that apply.

Local Complete Streets resolution , State, County, or other regional Complete Streets ordinance or resolution that only affects some roads within community

B1a2. What year was the local Complete Streets resolution passed?

2018

B1b2. Please provide a link to the local Complete Streets resolution.

https://www.grandforksgov.com/home/showpublisheddocument/25174/636668110663270000
(https://www.grandforksgov.com/home/showpublisheddocument/25174/636668110663270000)

B1c2. Since the passing of the local resolution, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

51-75%

B1b3. Please provide a link to the state, county, or regional Complete Streets ordinance or resolution.

https://dot.state.mn.us/project-development/subject-guidance/complete-
streets/index.html#:~:text=MnDOT%E2%80%99s%20Complete%20Streets%20Policy%20states%20%E2%80%9Cthe%20Minnesota%20Department,maintenance%20activities.%E
2%80%9D%20Complete%20Streets%20are%20streets%20for%20everyone. (https://dot.state.mn.us/project-development/subject-guidance/complete-
streets/index.html#:~:text=MnDOT%E2%80%99s%20Complete%20Streets%20Policy%20states%20%20E2%80%9Cthe%20Minnesota%20Department,maintenance%20activities.%E
2%80%9D%20Complete%20Streets%20are%20streets%20for%20everyone.)

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?

No

B3. Has your community adopted a design manual or guidelines that establish minimum standards for the design of safe, comfortable, and accessible bicycle facilities?

No

Bicycle Facility Design Guidelines are an important resource to ensure that new bike lanes, trails, side paths, and other bike facilities adhere to national safety guidelines and are accessible to cyclists of all ages and abilities, including disabled cyclists.

If your community does not have the capacity to develop its own local guidelines, consider instead adopting an existing Design Guide as the formal standard for your community instead, such as the FHWA Bikeway Selection Guide (https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf) or NACTO Urban Bikeway Design Guide (https://nacto.org/publication/urban-bikeway-design-guide/), or if your community is small and/or rural, the FHWA Small Town and Rural Multimodal Network Guide (https://ruraldesignguide.com/) (see PDF version. (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf))

If your community is considering developing your own local design guide or standards, we strongly encourage you to adopt accessibility standards that specifically address accommodating adaptive cycles and cyclists with disabilities (https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf), and to incorporate Universal Design principles to the needs of all users and mobility types in public rights-of-way (https://walksf.org/wp-content/uploads/2019/12/getting-to-the-curb-report-final-walk-sf-2019.pdf).

Additional resources include:

- NACTO's Guide for Designing for All Ages & Abilities (https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf)
- NACTO's Urban Street Design Guide (https://nacto.org/publication/urban-street-design-guide/)
- AASHTO's Guide for the Development of Bicycle Facilities, 4th Edition (https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf)

B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations?

Mixed-use zoning or incentives, Planned Unit Development zoning, Form-based/design-based codes, Urban Growth Boundary or similar

B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?

Car parking minimums have been reduced in last 5 years, Paid public car parking , Shared-parking allowances

B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure?

Requirements to accommodate of bicyclists through construction sites in the public right-of-way

B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure?

None of the above

B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community?

Ordinance that allows bike parking to substitute for car parking

B9. Does your community have bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?

No

Find the APBP Guidelines (https://www.apbp.org/bicycle-parking-solutions) here.

B10. What percentage of public and private bike racks conform with APBP guidelines?

51-75%

B11. What, if any, end-of-trip facilities are available to the general public in your community?

Public bicycle repair or fix-it stations, Public air pumps, Public uncovered bike racks, Public covered bike racks

B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking?

None of the above

The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities. This update reflects the Safe System Approach (https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf) and emphasizes slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable, and accessible to all cyclists.

The following section has been developed using national guidance and standards such as FHWA's Bikeway Design Guide (https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf) and Small Town and Rural Design Guide (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf), as well as NACTO's Designing for All Ages and Abilities contextual guide (https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf) and Urban Bikeway Design Guide (https://nacto.org/publication/urban-bikeway-design-guide/).

As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.

We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway facilities to help facilitate future growth in and investments of the network. For more information, see the League's 2022 report, Benchmarking Bike Networks (https://bikeleague.org/sites/default/files/Benchmarking-Bike-Networks-Report-final.pdf).

B13. Please provide a map to show your community's current bicycle network, including all current on- and off- street bike facilities.

I would like to upload a PDF map

B13a. Bicycle Network Map PDF:

2022 Bikeway Map
Download File (https://bicyclefriendly.secure-platform.com/file/33667/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjozMzY2NywiYWxsb3dOb3RaWduZWRVcmwiOiJGYWxzZSIsImlnbm9y Map%20-%20Bikeway%20-%202022.pdf)

B13b. Secondary Bicycle Network Map PDF:

Greenway map
Download File (https://bicyclefriendly.secure-platform.com/file/33946/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjozMzk0NiwiYWxsb3dOb3RaWduZWRVcmwiOiJGYWxzZSIsImlnbm9y Lw_R69Rxkfum-BVMafM?Greenway%20Map-March2012.pdf)

B14. Bicycle Network Worksheet

2/3/2023
Download File (https://bicyclefriendly.secure-platform.com/file/34245/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjozNDI0NSwiYWxsb3dOb3RaWduZWRVcmwiOiJGYWxzZSIsImlnbm9y Ss?BFC_Spring%202023_B14%20BFC%20Network%20Worksheet%20-%20GGF%20Combined.xlsx)

The following answers for B15a-e should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above).

B15a. Total current Roadway Network:

379.92

B15b. Percentage of Roadway Network that is high-speed:

6.45

B15c. Percentage of Roadway Network that is low-speed:

0.61

B15d. Percentage of Roadway Network where speed limit is unknown:

0

The following answers for B16a-h should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B16a. Total current mileage of on-street bike facilities:

36.88

B16b. Total current mileage of off-street bike facilities:

38.33

B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):

75.21

B16d. Total current mileage of other markings and features:

6.9

B16e. Ratio of Total Current Bicycle Network to Roadway Network:

20

B16f. Percentage of Roads with ANY on-street bike facilities:

10

B16g. Percentage of Roads with LOW-STRESS on-street bike facilities

10

B16h. Percentage of Total Bicycle Network that is Low-Stress:

100

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

Yes

B17a. If yes, please explain.

A shared-use path connection was taken off the work list because of opposition from two residents. The proposed connection was to convert .32 miles of sidewalk to a shared-use path. This connection would have provided a connection between university student housing and a big box general merchandise store. This project went to the GF City Council for consideration and was denied. Of the four Council members present, this item's approval was split at two members moving to approve and two members moving to reject the staff recommendation. The primary reasons for rejecting the recommendation were that residents had concerns about the proximity of the proposed path to their homes and the opinion that the path would be of better use near the park on the south side of University Ave. The path and the alternative were not built, partially due to staff recommendation to put the project on hold and work to build consensus.

The following answers for B18a-f should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B18a. Planned On-Road Bike Facilities:

2.3

B18b. Planned Off-Road Bike Facilities:

4.37

B18c. Planned LOW-STRESS Bike Facilities:

4.37

B18d. Planned other markings & features:

10.25

B18e. Plans to upgrade any existing bike facilities:

0

B18f. Plans to lower speed limits or design speeds of any existing roads:

0

B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?

Bike/pedestrian overpasses/underpasses, Refuge islands, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings

B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?

Physically altered the road layout or appearance of existing roads to lower their design speeds for motor vehicles (e.g. road diet, installing chicanes or curb bump-outs), Narrowing motor vehicle traffic lane widths (lane diet), Temporary "pop-up" bike infrastructure or traffic calming /tactical urbanism, Speed feedback signs/cameras

B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?

"Cut-throughs" that improve connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), Colored bike lanes are used outside of conflict zones (e.g. green bike lanes), Shared bicycle/bus lanes, Signed bike routes directing bicycle traffic to low-stress facilities, Signage or markings to designate right-of-way on shared-use paths

B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?

Street lighting on most arterials, Street lighting on most non-arterials, Lighting on some shared-use paths, Benches or other seating options added along bike routes/facilities, Drinking fountain or water bottle filling stations added along bike routes/facilities, Other

B22d. If other, please describe.

Addition of road "pork chops" at intersections in the downtown area.

B23. Are there any signalized intersections in your community?

Yes

B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

Push-buttons that are accessible from the road or trail/side path, Push-buttons are designed and located at an accessible height for a variety of users, Timed signals, Refuge islands, Right corner islands ("pork chops")

B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?

Bollards and control access barriers have been removed or (re)designed at appropriate widths or angles to accommodate non-standard cycles such as hand cycles or adult tricycles

B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)?

Online reporting system (e.g. SeeClickFix or local 311 website), Mobile app (e.g. local 311 app), Regular meetings, Contact staff directly via call/voicemail/email/text

B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?

Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes), Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance), Policy or standards for clearing snow and ice from on- and/or off-street bikes facilities, Policy or set schedule for repaving roads

B26a1. Sweeping

Same time as other travel lanes

B26a2. Pothole maintenance/ surface repair

Within one week of complaint

B26a3. Restriping/ repainting markings

Annually

B26b1. Sweeping

As needed

B26b2. Vegetation maintenance

Quarterly or more frequently

B26b3. Surface repair

Within one month of complaint or longer

B26b4. Restriping/ repainting markings

Annually

B26c1. On-street bicycle facilities

Same time as other travel lanes

B26c2. Off-street bicycle and shared use facilities

After roadways

B26d. What is your community's road repaving schedule or how often are roads routinely repaved in your community?

Every 6-7 years

B27. Does your community have a rail transit, bus, or other public transportation system?

Yes

B27a. Which of the following types of public transportation are offered in your community?

Public buses, Paratransit, Other

What percentage of your community's public buses are equipped with bike racks?

100%

Are bikes allowed inside public buses?

None of the above

What percentage of bus stops are equipped with secure and convenient bike parking?

10% or less

What percentage of Paratransit vehicles are equipped with accessible bike racks?

None

Are adaptive cycles allowed inside Paratransit vehicles?

None of the above

B27a1. If other public transportation exists in your community, please describe.

Not applicable

B27b. Has your community made specific bicycle infrastructure investments around major transit stops or stations to improve multi-modal mobility options?

Yes

B27b1. Please describe any bicycle infrastructure investments around major transit stops that have improved multi-modal mobility options.

There are sidewalks leading to our transit stops as well as the location of the transit stops are identified on the Bicycle Map.

B27c. How are residents and visitors encouraged to combine cycling and public transportation?

Cyclists can practice mounting their bike on a bus bike rack at community events, Brochure(s) describing bike rack use/how to store bikes inside a transit vehicle(s), Video(s) describing bike rack use/how to store bikes inside a transit vehicle(s), Stickers on the outside of buses with bike racks that say bicycles are welcome

Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.

B28. Does your community currently have a community-wide bike sharing program that is open to the general public?

Yes

Click "Add Bike Share Program" below to answer questions B28a-g for each bike share program in your community. You may add up to three (3) community-wide bike share programs below.

Bike Share Programs

Bike Share Programs

Program Name: Grand Rides Bike Share

URL: https://downtownforks.com/blog/grand-rides

Year Launched: 2020

Status: Permanent/long-term {420061ba-2ddb-4fc1-b57f-244d4f555933}

Groups Involved: Local Government (Applicant Community), Local College/University, Non-Profit Organization

Number of Bikes: 60

System Type: Dockless bike share system, GPS-enabled bike share system, Short-term bike rentals

Number of Stations: (if applicable) {6b614f5e-448d-4418-9673-89c8ef21a934}

Average Station Density: (if applicable) {ad3e228b-c83e-4e7e-8036-de74d3d624e7}

Adaptive Cycle Program Details, if applicable: {9c454df8-5417-49be-9d08-98864ae34fb3}

B28h. How many trips were made in the last calendar year?

3,744

B28i.What specific efforts, if any, have been made to make the bike sharing program more equitable and accessible, including for low-income populations, people with disabilities, and/or non-English speakers?

Subsidized bike share memberships, Community outreach, Walkable station spacing in low-income neighborhoods, Other

B28i. If other, please describe.

How to rent/ride events, completely free program

B28j. Do(es) your bike share program(s) make ridership publicly available online?

No

B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?

BMX track, Indoor cyclist training facility, Bicycle-accessible skate park, Snow/Fat tire bike trails, Other

B29a. If other, please describe.

Unpaved mountain bike trail along river. An eight mile groomed multi-use ski, snowshoe, walking, and fat tire bike trail groomed three times a week throughout the winter.

B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status.

Not applicable

B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?

The two communities involved are part of the Grand Forks/East Grand Forks MPO's 2045 Long Range Transportation Plan's Bicycle and Pedestrian Element. This collaborative plan emphasizes the implementation of safe opportunities for bicyclists to travel between communities. There are two non-motorized bridges connecting the two communities. These bridges are part of the Greenway park system and are connected to the larger shared-use path network. The Sorlie and Kennedy bridges allow a safe transition between the two communities by providing protected bicycle facilities with connecting bike routes at the ends of both bridges.

B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?

No

B33. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.

There are several online opportunities for residents to report bikeway issues. These include feedback forms on city websites, the Bikingtheforks website, and the GF City 311 online program and app.

An adopt-a-trail program has been in place along the Greenway for over 15 years. That program is very successful and is popular with many service groups and families, with a waiting list of volunteers.

B34. If this is a renewing application, please summarize the biggest changes to your community's bicycle-related Engineering efforts or investments since your last BFC application.

City staff has improved its processing for planning and funding shared-use paths. Previously, pursuing grant funding for shared-use paths was done at the last minute when staff had time to submit an application. This process has shifted to a system of maintaining a list of potential projects and actively seeking outside funding. Applications have increased in number and awards since this change.

Page: Education

C1. Do any public or private elementary schools offer regular bicycle education to students?

Yes

C1a. What percentage of your public and private elementary schools offer bicycle education?

75 -99%

C1b. What kinds of bike education/curriculum is offered in elementary schools? Check all that apply.

Bike handling skills, Traffic safety/rules of the road, Other

C1b1. If other, please describe.

Safety on Wheels/Bike Rodeo: Program for 3rd grade students on helmet use and on-bike education

C1c. Are there any on-bike learning opportunities for students at these elementary schools?

Yes

C1c1. What type of on-bike cycling education is offered?

Optional on-bike education

C1c2. Approximately how many elementary school students receive on-bike education annually?

730

C1c3. Are bicycles provided to elementary school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

No, bicycles are not provided

C1d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all elementary school students?

Adaptive bicycles can be provided upon request.

C2. Do any public or private middle schools offer regular bicycle education to students?

Yes

C2a. What percentage of your public and private middle schools offer bicycle education?

1-25%

C2b. What kinds of bike education/curriculum is offered in middle schools? Check all that apply.

Bike handling skills, Bicycle maintenance

C2c. Are there any on-bike learning opportunities for students at these middle schools?

No

C2d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all middle school students?

Translation and adaptive equipment is available as requested.

C3. Do any public or private high schools offer regular bicycle education to students?

No

Offering bicycle education to students is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some students other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to some students at all education levels.

C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.

Learn to ride classes, Bike clinics or rodeos, Youth development bike clubs or teams (including road, cross racing, BMX, mountain biking, or other recreational youth cycling clubs or teams that include educational component), Cycling classes or programs geared toward children or youth with disabilities, Helmet fit seminars, Bicycle-related after school programming, Bicycle safety is taught as part of driver education curriculum

C4b. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts?

1000

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

Yes

C5a. What type of classes are available for adults? Check all that apply.

Classes that include on-bike instruction, Information sessions/workshops

C5b. What topics are covered in these classes? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics

C5c. Who teaches these classes? Check all that apply.

Local bike shop employee, Local bicycle advocate, Local law enforcement officer

C5d. On average, how often are these classes offered?

Monthly or more frequently

C5e. Are bicycles provided to adults by the community, non-profit, or other entity to allow every resident to participate in on-bike instruction?

No

C5f. Please estimate how many total adults are reached annually in your community through these classes?

100

C5g. How has the community made adult bike safety classes and other similar learning opportunities more inclusive and accessible for all members of the community?

None of the above

C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?

Community-wide public education campaign, Educational group rides, Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Neighborhood listserves, Community newsletter (print or digital), Handouts or brochures, Welcome packet for new residents, Permanent signage, displays, or information kiosks, Table or booth at community events

C6b. If checked, please describe and provide an example file or link of your community's public bike education campaign.

Non-motorized vehicle use: https://www.bikingtheforks.com/motorized-vehicles.html
Website for information on cycling rules and regulations: https://www.bikingtheforks.com/rules-of-the-road.html
Helmet safety, cycling education events and programs, etc.: https://safekidsgf.com/BikeSafety.html

C6b. Optional URL for public education campaign:

C6b. Optional file upload for public education campaign:

Download File (https://bicyclefriendly.secure-platform.com/file/34353/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjozNDM1MywiYWxsb3dDb3RTaWduZWRVcmwiOiJGYWxzZSIsImlnbm9yZQ XJKPsxWY?Motorized%20bikes%20broch%201-10-2023.pdf)

C6c. If checked, please provide up to 3 links to your community's bike-specific website and/or social media account(s):

https://www.bikingtheforks.com/ (https://www.bikingtheforks.com/)

C6c. optional second link:

https://safekidsgf.com/BikeSafety.html (https://safekidsgf.com/BikeSafety.html)

C6c. optional third link:

C7. Which of the following information is shared using the methods checked above? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Sharing trail or path or pedestrians (e.g. path or trail etiquette) , Commuting tips and resources, Traffic laws/ rules of the road

C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually?

Public service announcements, Share the Road educational videos on community website/TV channel/social media, Dedicated Share the Road website or social media sites, Neighborhood listserves, Community newsletter/magazine article/blog, Community maps (print or digital), Information in new resident packet, Flyer/handout , Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.)

C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar?

Local government staff, Transit operators, School bus operators, Law enforcement officers

C10. Are any of the following educational materials provided to community residents and/or businesses?

None of the above

C11. How many League Cycling Instructors (LCIs) are active (have taught a class in the last year) in your community?

0

C12. When was the last time your community hosted a LCI seminar to bring on new instructors?

Unknown

C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education?

Traffic law enforcement officials regularly receive training on roadway safety and rules of the road as they relate to cyclists, Traffic law enforcement officials and emergency responders regularly receive training on crash reporting for cyclists and other vulnerable roadway users, Emergency response drivers, EMS, and/or EMT staff regularly receive training on crash response best practices for cyclists and other micro-mobility roadway users (e.g. protocols for damaged bicycles, etc.)

C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups?

Women , Seniors, Non-English speakers

C14a. Please provide an example or describe how educational efforts have focused on reaching women.

None

C14c. Please provide an example or describe how educational efforts have focused on reaching seniors.

None

C14d. Please provide an example or describe how educational efforts have focused on reaching non-English speakers.

None

C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?

No

C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years?

None.

C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?

Cultural competency or anti-bias training , Training or certification about teaching or working with people with cognitive disabilities (youth or adults), Training or certification about teaching or working with people with physical disabilities or limited mobility (youth or adults)

C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?

None of the above

C19. Describe any other education efforts in your community that promote safe cycling.

Safe Kids Grand Forks provides bicycle education for every third grade student at the ocal schools and learning centers. The schools and centers serve low-income members of the community as well. Topics for the orientation include the importance of helmets, the rules of the road, and only one rider per bicycle seat.

The local Optimist Club operates the Bicycle Buddies program. Each year the see 120-180 bicycles are donated to low-income children in the community. Educational materials, locks, and helmets are also included with these bicycles. A local church also purchases bicycles and helmets for local low-income children.

A mobile "Share the Road" display is available through the local Safe Kids office. The display is used at community events and businesses to promote and educate the rules of the road for cyclists and motor vehicles.

C20. If this is a renewing application, please summarize the most significant changes to your community's bicycle Education efforts or investments since your last BFC application.

The number of New Americans coming to the community has dramatically decreased since early 2020. Besides the slowdown of new residents, many New American families have relocated to other cities to be near services or extended family. This migration has impacted the diversity of the community significantly.

Local paramedics and EMTs receive training for responding to pedestrian accidents. The training covers pedestrian vs. car, pedestrian vs. bike, and pediatric trauma injuries from falls. They also cover helmet removal, and that includes motorcycles and bicycles.

Page: Encouragement

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community?

Local business incentive program that rewards customers arriving by bicycle (e.g. Bicycle Benefits, etc.)

D1a. Please provide a link to your local business incentive program.

http://www.livewellgc.org/bike-benefits.html (http://www.livewellgc.org/bike-benefits.html)

D2. What other groups actively promote bicycling in the community? Check all that apply.

Chamber of Commerce, Downtown Business Association/Business District, Tourism Board, Other civic associations (e.g. Rotary, Lion's Club, etc.)

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

No

The Bicycle Friendly Business (https://bikeleague.org/business) and Bicycle Friendly University (https://bikeleague.org/university) programs can be great tools to increase ridership in your community. Learn more and find resources to help you promote these programs at bikeleague.org/bfa/toolkit (https://bikeleague.org/bfa/toolkit).

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

Printed/digital bicycle network map , Printed/digital greenways and trails map , Printed/digital Safe Routes to Schools map(s)

D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year?

Bike To School Day(s), Bicycle-themed festivals/parades/shows, Bike commuter events, Challenges aimed at students biking to school, Local business program that provides discounts for customers arriving by bicycle, Triathlons and bicycle races, Publish a guide or calendar of community bicycle events, Public education campaign(s) related to the benefits of cycling (e.g. with a focus on public health, climate), Videos on bicycling on community website/TV channel, Public Service Announcements

D6. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

Fund event(s), Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)

D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?

None of the above

D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?

Other

D8a. If other, please describe.

Both cities have been working to create ADA-compliant curbs at intersections in commercial and residential areas. This program removes the old curb and gutter structure and installs a curb ramp for an easier transition when crossing streets.

D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?

No

D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth?

Safe Routes to School program

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?

Helmet giveaways or subsidy program, Other bicycle-related giveaway or subsidy programs

D11a. If other, please describe.

Conehead Helmet program: Safe Kids Grand Forks and local Mcdonald's restaurants have teamed up each summer to offer the "Cone Head Program." This incentive program has Grand Forks Police Officers "reward" kids seen wearing helmets with a "Cone Head Citation." Children "caught" wearing a helmet while riding a bicycle receive a coupon for a free ice cream cone at local McDonald's restaurants.
Safe Kids Equipment Fitting and Distribution: Safe Kids Grand Forks offers the sale of wheeled sports helmets and protective pads (knee, elbow, wrist sets) at our office. These items are available to anyone at a reduced price.

D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking?

Free, voluntary bicycle registration system (e.g. local registration system, Bike Index, Project 529), Stolen bike recovery system

D13. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

1 shop for every 15,001-30,000 residents

D14. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?

No

D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?

Public or departmental bike share available for employees free-of-charge for work-related trips, There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.)

D16. Describe any other events, programs or policies your community has to encourage and promote bicycling.

Rollin' on the River is a regional event for inline skaters and cyclists. The race features full and half marathon routes. https://gfinline.com.

The East Side Time Trials Series (ESTTS) is a free event that features five classic time trial events over the course of the summer. Each event is a 20 km (12.5 miles) timed ride on a paved public road. The first rider launches at 7:00 PM, with successive riders launching at one-minute intervals. https://www.facebook.com/photo/?fbid=1131485840610806&set=gm.3988117754609924

A local bike shop provides weekly gravel rides throughout the summer.

D17. If this is a renewing application, please summarize the most significant changes to your community's bicycle Encouragement efforts or investments since your last BFC application

Providing free access to the bike share program.

Page: Evaluation & Planning

E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?

No primary bike program manager, but bike responsibilities are in multiple employees' job descriptions

E2. Is there a Safe Routes to School Coordinator position?

Yes, there is one or more part-time, paid position(s) (can include a FT employee with SRTS as partial responsibility)

E3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?

1.85

*Please download the FTE worksheet by clicking here (https://bit.ly/BFC_E3_SPRING23) to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "**BFC_Spring 2023_E3 FTE Worksheet_ YOUR COMMUNITY NAME.xlsx**" and upload the worksheet below. If you have any questions, please contact bfa@bikeleague.org.*

E3a. Please upload your completed FTE worksheet here:

Download File (https://bicyclefriendly.secure-platform.com/file/34251/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjozNDI1MSwiYWxsb3dOb3RaWduZWRVcmwiOiJGYWxzZSIsImlnbm99 BFC_Spring%202023_E3%20FTE%20Worksheet%20-%20GGF.xlsx)

E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?

Other professional memberships/accreditations related to bicycles , Regularly attend bicycle-related webinars, Regularly attend bicycle-related conferences , Present at bicycle-related webinars, trainings, or conferences

E4a. Which of the following bicycle or mobility-related conferences have your government employees attended in the last 4 years?

Other

E4a1. Please list any other relevant conferences attended in the last 4 years:

Society of Outdoor Recreational Professionals, Knoxville, TN 2022

E5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes

E5a. How often does the committee meet?

Monthly or more frequently

E5b. First Name:

Kim

E5b. Last Name:

Greendahl

E5b. Email:

kgreendahl@grandforksgov.com

E5c. Which of the following groups are represented on the Bicycle Advisory Committee?

Local bike advocacy organization or citizen advocate(s), Engineering Department, County/MPO/RPO transportation officials

E5d. Please describe what, if any, efforts the community has made to ensure that your Bicycle Advisory Committee is inclusive and representative of the full range of cyclists in your community?

The group does not require membership, and meetings are open to the public. This attracts a variety of users from all demographics but are not affiliated with an agency. The group focuses on bicycle, pedestrian, and greenway users and facilities.

E6. What tools or systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process?

Public Engagement Plan(s) for bicycle project(s) or plan(s), Dedicated website, Social media accounts, Bicycle User Group listserv

E6c. Please provide a link to the dedicated website:

https://www.bikingtheforks.com/ (https://www.bikingtheforks.com/)

E6d. Does your dedicated website include any of the following information, tools, or features?

Contact information and/or online form to provide feedback

E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements?

Active engagement by agency staff with resident-driven community groups (e.g. neighborhood associations), Public Meetings , Online surveys, 311 app or website or similar, Pop-up bike infrastructure or demonstration projects with a feedback collection mechanism, Bicycle infrastructure/facility audits that are open to the public

E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard?

Public meetings are offered both virtually and in-person, Transcripts of public meetings are made available on the community's website

E9. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

E9a. What year was the plan originally adopted?

2019

E9a1. Has the plan been updated or revised since it was first adopted?

No, but an update is currently underway

E9b. Provide a link to the current plan.

https://cdn5-hosted.civiclive.com/UserFiles/Servers/Server_16222865/File/Plans%20and%20Programs/2045%20Metropolitan%20Transportation%20Plan/full-document.pdf (https://cdn5-hosted.civiclive.com/UserFiles/Servers/Server_16222865/File/Plans%20and%20Programs/2045%20Metropolitan%20Transportation%20Plan/full-document.pdf)

E9c. Is there a dedicated budget for implementation of the plan?

Yes

E9c1. What is the designated annual budget or funding allocated?

300000

E9c2. List or describe funding source(s).

TAP Funding, SRTS Funding, and City Funding

E9d. Does your plan include a specific, measurable goal to increase bicycle facilities?

Yes

E9d1. Please list the goals and/or what page(s) and paragraph(s) of the plan linked above the goal(s) can be found on.

* Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as business access to markets. Page 42
* Increase the security of the transportation system for motorized and non-motorized users. Page 45
Increase the accessibility and mobility options for people and freight by providing more transportation choices. Page 47
* Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities –whether urban, suburban, or rural. Page 51
* Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit. Page 57
* Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit. Page 60
*Emphasize the preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes. Page 63
* Increase the safety of the transportation system for motorized and non-motorized users. Page 66
* Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
* Enhance travel and tourism. Page 74

E9e. Since the adoption or most recent update of the plan, approximately what percentage of the plan has been implemented?

Unknown

E9f. If there is a website to show your community's progress on implementation of the bike plan, please provide the link here:

E9g. What steps has your community taken to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the bike plan?

E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)

Yes

E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.

https://www.grandforksgov.com/home/showpublisheddocument/44483/638011750049630000
https://www.eastgrandforks.us/DocumentCenter/View/6681/2022-ADOPTED-Budget-122121?bidId=

E10b. Please upload the most recent transportation budget for your community.

No File Uploaded

E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?

10%

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation?

E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community?

No

E12. Has your community conducted any kind of connectivity analysis for the bicycle network?

No

E13. Does your community have a performance measurement program for biking or active transportation infrastructure?

No

E14. How does your community collect information on bicycle usage? Check all that apply.

Cordon counts that include bicyclists

Additional files may be uploaded at the end of the application.

E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)

Pedestrian Count at 40th Ave So & Columbia Road
Download File (https://bicyclefriendly.secure-platform.com/file/33638/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjozMzYzOCwiYWxsb3dOb3RaWduZWRVcmwiOiJGYWxzZSIsImlnbm9y0tIirOijA5E-Y3A9g9QMNo?Copy%20of%20Ped%20count%2040th%20and%20COl%20x.xlsx)

E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

No File Uploaded

E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

No File Uploaded

E14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

Elementary school transportation survey - sample schools
Download File (https://bicyclefriendly.secure-platform.com/file/33639/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjozMzYzOSwiYWxsb3dOb3RaWduZWRVcmwiOiJGYWxzZSIsImlnbm9y-bobDmKC70K0YHe7GUdbVOBzarGj24?Lake%20Agassiz%20-%20Ben%20Franklin%20-%20Kelly%20Elementary.pdf)

E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

No File Uploaded

E15. What is your best estimate for your community's current bicycle mode share?

Unknown

E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

No

E17. Does your community collect and track bicyclist crash data?

Yes

E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?

13

E18. Does your community collect and track bicyclist "near misses"?

No

E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

0

E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data?

Yes

E20a. If Yes, please provide a brief explanation of the analysis and how it is being used in the planning, prioritization, and implementation processes for bicycle infrastructure.

Analysis used data from the local hospital and law enforcement.

• There were three fatal crashes and twelve serious injury crashes between 2017 and 2021.
• Crashes tended to occur around the four main arterial streets.
• Bicycle crashes were more likely to occur at intersections and be related to turning movements.
• Intersections of major roadways tended to have higher bicycle and pedestrian crashes rates.
• Nearly one-fifth of all reported bicycle and pedestrian crashes occurred in parking lots.
• Only three crashes were reported in East Grand Forks during the five years examined.

There has been no clear trend that indicates an increase or decrease in bicycle- and pedestrian-involved crashes over the course of the past five years examined. Bicycle and pedestrian crashes peaked in 2019, and dropped substantially in 2020, likely due to the changes in travel patterns brought on by the COVID-19 pandemic and subsequent work-from-home orders and changes to travel patterns. As the region's travel patterns returned to normal in 2021, so did the number of bicycle and pedestrian crashes.

E20b. Please upload any associated data, visualizations and/or maps.

No File Uploaded

E20c. Has this analysis included any demographic or socioeconomic details or overlays to better understand who/what neighborhoods of the community are most impacted by traffic violence?

No

E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?

No

E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community?

Penalties for motor vehicle users that 'door' bicyclists, Ban on texting while driving, Safe passing distance law, Law that allows cyclists to treat a stop sign as a yield sign (i.e. the "Idaho Stop" is legal in your state)

E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?

Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions , Restrictions on sidewalk riding inside the Central Business District

E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community.

E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?

No

E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community?

Officials are required to report all traffic enforcement stops made of motor vehicle drivers, Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc., Demographic information is collected for all traffic-related citations and arrests

E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests?

Data is only available to the public by FOIA request, Other

E27b. If other, please describe the policies or practices in place to increase transparency and accountability in traffic enforcement.

The Grand Forks Police Department publishes a monthly data summary of all calls to service. Demographics are not included in the summary, but a map of service areas is included in the report. That summary is available at https://www.grandforksgov.com/government/city-departments/public-information-center/gfinsights/gfinsights-police.

E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?

The Grand Forks and East Grand Forks Police Departments have an "Impartial Policing - Avoiding Racial Profiling" policy devoted to this topic. The internal Office of Professional Standards conducts an annual administrative review to ensure that bias-based profiling is not occurring. All demographic information is collected and assessed through these organizations.

E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?

None of the above

E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered.

Staff from public works and engineering departments conduct annual reviews of shared-use path conditions. This information is used to triage trail repairs and maintenance needs.

E31. If this is a renewing application, please summarize the most significant changes to your community's bicycle Evaluation & Planning efforts or investments since your last BFC application.

None

Page: Equity & Accessibility

The League defines (https://bikeleague.org/content/equity-initiative) "**Equity**" as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

"**Accessibility**" refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility (https://rootedinrights.org/video/disabled-bikers/).

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.

As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous "E" section, in addition to this new dedicated "Equity & Accessibility" section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at bfa@bikeleague.org.

Thank you for continuing to learn and engage in this work along with us.

F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?

No

F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues?

No

F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?

Yes

F3a. If yes, please list the name(s) of the department(s) and a primary contact for each.

East Grand Forks has an ADA Coordinator thru the Community Development Office. Contact is Nancy Ellis, Community Development Director

F3b. If yes, please describe how, if at all, these departments or individuals have been involved in improving accessibility for cyclists with physical or cognitive disabilities in the community.

We have adopted an ADA Transition plan for City ROW and complete projects each year thru a priority ranking to meet our goal of making the City streets and bike/ped facilities ADA accessible.

F4. What types of partnerships has the community established to reach new audiences and increase representation and inclusion in your education, encouragement, outreach and/or engagement processes?

Local independent bike shop, Disabled people and/or disability advocates/activists, School District and/or public or private K-12 schools, College or University, Parks and recreation agency or similar, Bike share provider or similar

F4a. For EACH category checked in F4, please list the partner group(s) and briefly describe or summarize the activity or partnership involving that group.

1) Coordinate with local bike shops to provide information (maps, etc.) about cycling in the community.
2) Work with Options, a disability advocacy agency, to review City services, parks, and bike/ped facilities for priority locations for repair and provide advice/guidance to meet ADA needs.
3) Work with the School District on Safe Routes to School programs and maps to encourage safely walking and biking to school.
4) Work with University/College on bike share, ADA accessibility to and from campus, and on campus.
5) Work with Parks and Recreation to make parks and rec facilities ADA accessible and make more accommodating bike/ped access with ADA compliance to parks and recreational facilities.
6) Collaborate with local bike share provider to promote the program.

F5. Does your community collect or track any other bicycle-related data with socioeconomic and/or demographic details that hasn't already been mentioned elsewhere on this application?

No

F6. Has your community established any specific and measurable equity-related goals or performance measures that relate to bicycling?

No

F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?

Yes

F7a. If yes, please provide a brief description of assessment or efforts and any relevant links.

East Grand Forks has Safe Routes to School programs and maps for the local schools. East Grand Forks has also adopted an ADA Transition Plan for City ROW

F7b. If yes, please summarize the ways this assessment has influenced the decision-making process for the implementation of the related plan or effort?

East Grand Forks has priority rankings of projects to complete within our ROW. Our top ranked priority projects are around schools and transit facilities. This coordinates with our SRTS program priorities.

F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making processes for the development or prioritization of bike infrastructure projects?

None of the above

F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process.

NA

F9. Has your community adopted any of the following types of equity-related action plans?

ADA Transition Plan or similar

F9c. Has the ADA Transition Plan or similar plan impacted or influenced bicycling planning efforts in your community?

No

F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?

None of the above

The following fields (F11 & F12) are optional but can earn additional points toward a community's Equity & Accessibility score. Communities are encouraged to use these spaces to describe any efforts that have not already been covered on the application, and/or to provide additional details, links, or information about a corresponding checkbox elsewhere on the application.

F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application?

F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and/or seniors?

F13. If this is a renewing application, please summarize the most significant improvements to your community's bicycle-related Equity and Accessibility efforts or investments since your last BFC application.

None

Page: Final Overview

G1. What are the top three reasons your community has made bicycling a priority?

Improved quality of life, Community connectivity, Public demand

G2. Briefly describe the most positive outcome of your community's support for bicycling.

The success of the bike share program has demonstrated the desire for alternative transportation for all ages and needs. Riders were spotted on these bikes throughout the community, in retail and residential areas, parks, and the university campus. That visibility went a long way in promoting bicycles as transportation.

Bird, an e-scooter rental company, brought a fleet of e-scooters to the community in 2022. These scooters were intended primarily for use on the university campus but have expanded to the entire community. No data is available to city staff, but anecdotal information points to considerable use.

In Downtown Grand Forks, most areas see a bicycle level of service "D" or worse, with some exclusions. High traffic volumes, speeds, and lack of dedicated facilities result in lower levels of service. Curb bump-outs have been installed at most of the intersections as part of several road rehabilitation projects over the past three years. These bump-outs shorten the crossing distance, increase visibility for pedestrians, reduce the speed of turning vehicles, and prevent vehicles from parking at corners.

G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community?

None.

G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly?

The success of the Grand Rides bike share program has been amazing. After a slow start to the 2022 inaugural season, ridership rose throughout the year. Using the bike was free with the registration of a credit card for tracking purposes. https://downtownforks.com/grandrides

A company called Bird began offering e-scooters throughout the city in 2022.

G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

Education continues to play a crucial role in creating a safe and enjoyable biking experience for everyone. The growth of alternate transportation (e-bikes, electric scooters, motorized bicycles, etc.) has emphasized the need to educate the larger population about etiquette and safety. Rider education is well established in all elementary schools, but reaching adult riders has proven to be more challenging.

This information gap is a common problem with riders, drivers, policymakers, and staff. Every year numerous complaints are logged concerning cyclists that do not practice good etiquette when passing, ignore speed limits, and other infractions that hinder the shared-use path experience for others. The on-road experience is impacted by drivers who don't understand or agree with local ordinances for sharing the road. Policymakers and staff are slowly realizing the value of providing shared-use paths as a valuable form of transportation instead of a recreational "perk."

Connections between underserved areas and work, shop, and play destinations could be improved.
The need for a wayfinding sign system has emerged as a priority as the shared-use path system grows and the community continues to attract new residents and tourists.

G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5?

Putting the information where people will find it is the biggest challenge for providing education to adult riders and drivers. Understanding and compliance with local ordinances are essential, but challenging, for both riders and drivers. Later this year, printed brochures outlining city ordinances and education will be distributed. Electronic billboards and digital advertising will also be used in an effort to reach the driving population. All materials will lead to the bikingtheforks website for additional information.

Stronger ordinances requiring sidewalks and shared-use path connections in new housing developments would virtually eliminate the post-construction requests and resistance to new shared-use path connections.

G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

Developing a wayfinding sign plan for the shared-use path system will begin in 2023. It is estimated that this process will take 3 - 5 years from consultant selection, community involvement, design, and implentation.

G8. Optional: What other communities do you look to as peers or comparable role models for your community?

Fargo, ND, Winnipeg, Canada, Minneapolis and St.Paul, MN as well as other communities in similar size and climate. or climate conditions.

G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

Yes

G10. How did you hear about the Bicycle Friendly Community program?

Renewing community application.

Page: Supplementary Materials

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

File 1

Download File (https://bicyclefriendly.secure-platform.com/file/33640/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjozMzY0MCwiYWxsb3dOb3RaWduZWRVcmwiOiGYWxzZSIsImlnbm9
2040BikePedPlan2013draftfinal.pdf)

File 2

2022 Greater Grand Forks Bikeway map
Download File (https://bicyclefriendly.secure-platform.com/file/33720/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjozMzcyMCwiYWxsb3dOb3RaWduZWRVcmwiOiGYWxzZSIsImlnbm9y
PkAtTBxuugzGOthjQtyhZH7IeJY4nMLuVNVPYhRY?Map%20-%20Bikeway%20-%202022.pdf)

File 3

Guide to motorized & nonmotorized use on shared-use paths brochure
Download File (https://bicyclefriendly.secure-platform.com/file/33821/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjozMzgyMSwiYWxsb3dOb3RaWduZWRVcmwiOiGYWxzZSIsImlnbm9
44vJEIx6Q8QRcjz5RepiVE1BGNyDgHeCflIym8?Motorized%20bikes%20broch.pdf)

File 4

No File Uploaded

File 5

No File Uploaded

alias4afa849251284f4dacf48dbbf86ca422

Optional:

Page: Funding Resources

This page is designed to help your community identify potential funding sources to help pay for bicycle infrastructure and programming needs in your community. The League is also interested in better understanding how familiar communities currently are with their funding opportunities, so that we can develop the resources and guidance needed to fill those knowledge gaps.

This page will be updated more frequently than the rest of the BFC application, as funding opportunities or grant periods open/close. We encourage you to use the links on this page to learn more (https://bikeleague.org/content/federal-funding-resources), and to use the final question below to describe any challenges, questions, or barriers that your community faces when it comes to funding for bicycling. Please contact bfa@bikeleague.org (mailto:bfa@bikeleague.org) with any questions.

Last updated 6/30/22.

H1. Is your community part of a Metropolitan Planning Organization (MPO) that serves an area with a population over 200,000?

No

H2. States must prioritize projects that benefit high need communities. Is your community defined as a high need community by your state?

No

H3. States now have funding to provide technical assistance to Transportation Alternatives Program (TAP) applicants.

H3a. Has your community requested technical assistance from your state DOT to help with TAP projects?

No

H3b. Has your community received technical assistance from your state DOT to help with TAP projects?

No

H4. What sources of funding do you use to pay for bicycle infrastructure and programming in your community?

Federal Funding, State Funding, Local Government Agency Funding

What sources of Federal Funding are used?

Formula Funding (federal funding distributed by the state)

What Federal Formula Funding sources are used?

Transportation Alternatives Program (TAP), Highway Safety Improvement Program (HSIP), Carbon Pollution Reduction, Other Formula Funding

If other Formula Funding source, please list.

East Grand Forks MN has used Transit allocation funds for multi-purpose trail and City Sub-Target dollars

What sources of State Funding are used?

State Department of Transportation

What sources of Local Government Funding are used?

Local Transit Agency, Other Local Agency Funding

If other Local Agency Funding source, please list.

East Grand Forks has used general funds and enterprise funds

H5. If there is anything else you would like to share with the BFC review team about your community's budget or other funding made available for bike infrastructure development, please describe here.