# Bicycle, Pedestrian and Greenway Advisory Committee (BPGAC)

Wednesday, December 12th, 2018 – 7:00PM

GF City Hall, 255 North 4th Street, Grand Forks, ND – A102

# AGENDA

I. **Bikeway & Pedestrian Items**

   i. Bicycle and Pedestrian element of the Long Range Transportation Plan 2045 – Jairo Viafara GF/EGF MPO

   ii. Near Southside Neighborhood Study – Stephanie Halford GF Planning

   iii. DeMers Reconstruction / Downtown Action Plan – Andy Conlon GF Community Development

II. **Greenway Items**

   i. Vehicle Requests from races – Kim Greendahl Greenway

   ii. Chair election (February 2019) – Kim Greendahl Greenway

III. **Other**

   i. Moving forward into next year

      a. Who is missing at the table?

      b. Topics?

**Next Meeting date: 7PM, Wednesday, January 9th, 2019**

**GF City Hall, 255 North 4th Street, Grand Forks, ND – Room A102**

**Attachments:** GF/EGF MPO Staff Report on proposed 2045 Bicycle and Pedestrian element of the Long Range Transportation Plan

# Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report
Bicycle, Pedestrian and Greenway Advisory Committee, December 12, 2018

| **RECOMMENDED ACTION** | FOR INFORMATION ONLY |
|---|---|

Matter of Request for preliminary approval of an ordinance to amend the Grand Forks Comprehensive Plan to include the Grand Forks-East Grand Forks 2045 Transportation Plan Update (2018 Bicycle and Pedestrian Element) together with all maps, information, recommendations and data contained therein.

## BACKGROUND:

The Bicycle and Pedestrian Mode is an element of the Metropolitan Transportation Plan that is updated every five years. It was last updated in 2013. This plan is being developed under the newly Congressional adoption of the new transportation bill "*Fixing America's Surface Transportation*" FAST).

FAST continued the requirement for performance measures and targets to be set for all modes of transportation. The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have put out regulations on how these performance measures and targets need to be presented. FAST also changed the way funding is made available and how much is available.

To be in compliance with the regulations and FAST the MPO has updated the goals and objectives to give more prominence to the performance measures the MPO already collects data on. The MPO has also updated financial information to reflect the changes in funding that FAST outlines. Staff from both Federal Highway Divisions, both State Departments of Transportation, both Counties and both Cities have been involved and concur with the update for the Bicycle and Pedestrian Element.

The Bicycle and Pedestrian Element is a full update that includes maps, data, and information about the pedestrian network and bicycle system throughout the Grand Forks-East Grand Forks Metro area. The proposed recommendations focus on: Improving user's safety and comfort; increasing the existing pedestrian network and bicycle system and Enhancing pedestrian network's accessibility & connectivity. This update promotes bicycle and pedestrian access to key local activity centers and destinations; and recommends improving existing on-road facilities, sidewalks, crosswalks, shared use paths and bicycle parking facilities.

With the adoption of this Bicycle and Pedestrian Element, the Multi-modal Metropolitan Transportation Plan out to the horizon year of 2045. The Plan identifies the goals, performance, and recommended projects for the total transportation system. This approach assists local stakeholders, agencies and decision makers in envisioning a transportation system that provides a fiscally constrained variety of complementary transportation choices for people, goods, services and activities.

Supporting different forms of transportation modes gives users the choice whether it is to make trips entirely by walking and biking or catching a ride on the public transit or in a vehicle transporting on the street highway network.

## ANALYSIS AND FINDINGS OF FACT:

- The current MPO Bicycle and Pedestrian Element of the MPO's Transportation Plan has a request to consider an amendment.
- The City of Grand Forks City Comprehensive Plan does contain the MPO's Plan and needs to also consider the amendment.
- The recommended amendment does maintain a financial plan that is fiscally constrained.
- The City of Grand Forks City Comprehensive Plan needs to be amended to contain the updated Bicycle and Pedestrian Element.

## SUPPORT MATERIALS:

- Summary of the Bicycle and Pedestrian Element
- More Information Available: https://theforksmpo.files.wordpress.com/2018/11/bicyclepedestriandraftreport.pdf

# EXECUTIVE SUMMARY

## A. INTRODUCTION

This Bicycle and Pedestrian Element is a component of the 2045 Long Range Transportation Plan (LRTP). This update has been prepared by the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) under the guidance of the Bicycle and Pedestrian Advisory Committee. The MPO is legally required to develop; update and implement a fiscally constrained 20-years horizon Long Range Transportation Plans (LRTP).

The update of the Bicycle & Pedestrian Element is supported by the Planning Factors outlined by the *Moving Ahead for Progress in the 21st Century Act* (MAP-21) (2012). The update is taking place under the tenets of the "*Fixing America's Surface Transportation Act*" (2015) (FAST). The FAST Act encourages States, MPOs, and cities to continue promoting and adopting design criteria and standards that provide for the safe and adequate accommodation of pedestrians, bicyclists, and motorized users

Members of the Bicycle and Pedestrian Advisory Committee provided oversight on the advancement of this project through their active engagement in a number of community meetings, educational seminars, bikeablity audits and report reviews. In fulfilling their role, members of the Advisory Committee – assisted by MPO staff-actively participated in:

- Identifying pedestrian and bicycle issues and needs;
- Providing input on policy recommendations and proposed pedestrian and bicycle networks; and
- Evaluating technical and financial constrained criteria for prioritizing project recommendations

The Bicycle and Pedestrian Advisory Committee is a working team made of concerned and interested citizens, and representatives from North Dakota and Minnesota Departments of Transportation (DOTs), Safe Kids Grand Forks, Options for Independent Living, Grand Forks Police Department; local governments, Engineering, Transit, Public Health and Planning Departments. The Bicycle and Pedestrian Advisory Committee facilitated civic engagement activities, provided input on pedestrian and bicycle issues and needs, provide input on policy, and facility recommendations. The Advisory Committee provided the guidance necessary to advance the project to completion.

Biking and walking are regular activities available to people during their lives. This Bicycle and Pedestrian Element has been designed to assist community members, local government staff, and related local agencies in their quest to achieve national planning factors, and to meet local goals, objectives and standards.

A set of action initiatives, monitoring activities and performance targets are outlined in this element to support the transformation of our cities into meaningful and purposeful places where people of all ages and abilities can safely and comfortably walk and bicycle. This Element is a resource tool to be used for the development of a safe, well-connected, and easily accessible Grand Forks and East Grand Forks pedestrian network and bicycle system.

## Part I. PLAN SUMMARY

The study area included in the Bicycle and Pedestrian Element is comprised of a portion of the northeast in North Dakota and northwest in Minnesota. The study area includes the cities of Grand Forks, ND and East Grand Forks, MN., the urbanized and areas anticipated to be urbanized it the next 20-years in Grand Forks County, ND and Polk County, MN.

The Grand Forks-East Grand Forks Long Range Transportation Plan (LRTP) comprises three elements: Street & Highways, Transit Development, and Bicycle & Pedestrian. The LRTP is a 20-years horizon document which is updated every five years. The plan "*envisions a community that provides a variety of complementary transportation choices for people and goods that is fiscally constrained.*"

This Element update is sustained by a number of near and long term objectives. One objective is to reflect the improvements to existing on-street and off-street bicycle and pedestrian facilities. In addition, this 20-years horizon update is advanced to:

- Increase bicycle and walking trips whether for recreational or economic development objectives
- Improve bicycle and pedestrian access to key local activity centers and destinations
- Promote bicycle and pedestrian activities as available; yet, affordable transportation options
- Promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Foster accessibility and mobility
- Improve quality of life
- Foster bicyclist and pedestrian safety
- Assess current conditions, initiatives and opportunities
- Emphasize the preservation of the existing bicycle and pedestrian transportation system

## Part III. Existing Conditions[1]

An Existing Conditions Analysis was advanced to identify perceived impediments and constraints that may impact local bicycle and pedestrian mobility; support the development of strategies aimed at attaining the regional community vision; identify potential opportunities for implementation of strategies to achieve proposed goals and objectives; and guide the development of data collection essential to design and implement the proposed monitoring activities required to meeting national, state and local goals.

Findings from the Existing Condition Analysis will assist decision-makers in developing the criteria to identify specific facility-related improvements. The analysis helps to assess the extent to which existing conditions on those facilities impact the accessibility of the transportation system for pedestrians, wheelchair users and bicyclists.

### 1. The current situation

Two versions of a *Community Survey* were designed to determine level of use of the current pedestrian and bicycle network. Respondents to the web-based version (*N=37*) and a paper-version (*N=81*) indicated that the factors they liked the most about the system was a good network of sidewalks and multi-use paths and a friendly biking and walking environment.

---

[1] Part II Barriers, Impediments and Obstacles to Pedestrian and Bicycling Activities. See: https://theforksmpo.files.wordpress.com/2018/11/bicyclepedestriandraftreport.pdf

Walking and biking are mainly pursued for fitness purposes; still, respondents find it difficult to walk due to sidewalks too close to the road or due to the poor quality of sidewalks and bike lanes unpleasant.

Even though respondents had not reasons not to walk or bike; their perceived barriers to biking or walking included personal safety, travel with small children, and automobile traffic. Walking to get to and from a transit stop at least once a month to is a reason for walking. In their opinion, the most important locations in need of improvement for bicyclists include DeMers Avenue and Gateway Drive. In addition, major street corridors, bridges and overpasses and areas near schools were tabbed as the most important locations in need of improvements in the pedestrian environment, according to the preliminary results.

Suggested improvements to enhance children's walking and biking experience included widening sidewalks near schools and parks; traffic calming treatments near schools; walking school buses and police enforcement. Suggested improvements to support biking/walking in the Grand Forks-East Grand Forks area included more sidewalks and signed bike routes, better maintenance of pedestrian corridors and improved connections between trails and transit. Better street lighting and intersections.

The summary of the written responses and comments provided by residents to the survey was organized as an "*Existing Conditions Analysis Public Input Eng Review*" report. The report includes comments in the following areas:

- Traffic Signals/ Signal Timing/Traffic Lights (7)
- Street Crossings/ Marked Crosswalks/ Sidewalks (16)
- Existing Pedestrian Facilities, Trails & Routes (12)
- Facility's Directness (4)

In addition, as part of the public involvement process, three Existing and Planned Bikeway Facilities, 2016 maps were strategically located at the atriums of the East Grand Forks and Grand Forks City Halls (*Entrances*), the East Grand Forks Senior Centre. The objective was to provide pedestrians, bicyclist and wheelchair users with the opportunity to provide comments –on the map – about the bicycle system and pedestrian network. The comments were reviewed and organized in areas of concern. Repeated comments served to develop a list of challenges and opportunities in the pedestrian network and bicycle system.

## 2. Bicycle Infrastructure: Parking (Bike Racks)

A complete pedestrian network and bicycle system includes the provision of facilities that increase level of user's comfort and their convenience at trip destination points. In addition to distance, time and safety concerns; a few reasons why people consistently say they don't ride include: Lack of parking (Bike Racks); and Lack of end of trip facilities. A number of bike racks and repair stations have been installed at major destination points and at public buildings in the planning area. Although the number of bike racks has been increasing; still legislative opportunities to make access to residential and commercial buildings more attractive to bicycle users are available.

## 3. Bike-on-Buses Program

CAT has been striving to facilitate bike on buses. Permits are required to provide bicyclists with the option to take their bikes on transit buses. All Cities Area Transit (*CAT*) buses have bike racks. Bicycling extends the catchment area for transit services and provides greater mobility to customers at the beginning and end of their transit trips. The integration of pedestrian and bicycle activities with transit benefits user's and transit agencies.

## 4. Safe Routes to School: Parent's Surveys

The Parent's Surveys serve to collect information about student travel patterns. The survey strives to capture important information on parental attitudes on children's travel patterns to and from school. The Summary Report includes responses from 439 parents representing a population of 3420 students in eleven Elementary Schools in Grand Forks. Surveys were conducted by Safe Kids Grand Forks in cooperation with school staff during October-November, 2016. Parent's Surveys for East Grand Forks School are under consideration for 2018. Among others, survey results help to realize mobility, accessibility and connectivity objectives set out in the Bicycle and Pedestrian Element.

Participating children were 47% female and 53% male as indicated by their parents. Seven-graders 14%; Sixth-graders 13% and fifth Graders 12% corresponded to the groups with the largest representation of respondents. As reported by parents, the percent of children, who has asked for permission to walk or bike to/from school, declines according to the distance they lived from school.

The number of students asking for permission to walk or bike to school decreased based on the distance of their location from school. Still, 52% of responding parents living at 1/4 mile up to 1/2 mile distance from school arrive by family vehicle. 38% of responding parents living 1/4 mile up to 1/2 mile depart from school by family vehicle. Still, living in close proximity to school sites, some parents continue using the family vehicle for a short trip to school to drop/pick their children. The decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school is affected by a) Sidewalks and pathways (61%), b) Distance (64%), c) Weather (67%), and d) Safety of intersections and crossings (61%).

The decision not to allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school is affected by a number of factors including perceived: a) Safety of intersections and crossings 57%; b) Speed of traffic along route 60%; c) Amount of traffic along route 62%; d) Distance 67%; and e) Weather or climate 63%.

Assuring safe walking or biking conditions to and from school for children, their parents and members of vulnerable populations is an objective shared by all stakeholders involved in the Bicycle and Pedestrian Element update.

Comments from Parent's Surveys contain important observations. These will be assessed in the context of the Existing Conditions Analysis. All written comments and their suggested location mentioned in the Parent's Survey are included in the Appendix. The Parent's Survey for the Discovery Elementary School was discussed in the Discovery Elementary School Safe Routes to School Report, published by the MPO in 2016.

## 5. Bike to School Day

Bike to School and Walk to School Days are initiatives fostered by the Safe Routes to School program. The program raises awareness of the need to create safer routes for walking and bicycling and emphasizes the importance of issues such as increasing physical activity among children, pedestrian safety, and concern for the environment. Initiated in 2013 (80) to 2017 (300), the program has been gaining popularity and acceptance among school and community stakeholders. Hence, it is worth noticing the substantially positive increased in participation for year 2017.

## 6. Traffic Signs on School Zones (Grand Forks)

The installation of signs, as fostered by the School-Zone Highway Safety Program is vital to address bicyclist and pedestrian safety, neighborhood movements and traffic circulation concerns made manifest by some of the proposed recommendations. The School Sign installation program initiated implementation in 2017. The aim of the program is to enhance the safety of school-aged children and members of vulnerable populations on their way to and from school whether walking or biking. Traffic control devices installed by the program will constantly remind drivers to treat the area with special care and attention.

The Traffic Sign on School Zones Program is administered by both jurisdictions according to the principles and standards set out in the Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD), Part 7. Techniques considered for addressing bicyclist and pedestrian safety and accessibility within the school zone include the following:

- School Speed Limit Sign
- Overhead School Flasher Speed Limit Sign
- School Advance Warning and Crosswalk Signs
- Pavement Markings
- Parking Restrictions

According to the Traffic Signs on School Zones (Grand Forks) program, the type of signs, quantities and respective location is included in the Appendix illustrates.

## 7. Journey-to-work

The analysis of bicycle and pedestrian trips on the *Journey-to-work* and their impact on a worker's travel from home to work indicates a 4.1% for walking and a 1.0% for biking trips (2010-2014) in Grand Forks. The information indicates a 2.0% for walking and a 0.1% for biking trips (2010-2014) in East Grand Forks. These figures account for the percentage of pedestrian and bicycle trips out of the total number of work-related trips in the region in the (2010-2014) period.

In the 6 years period from year 2008 to 2014, in Grand Forks the percent of change observed indicates:

- Walking: Remained approximately same.
- Bicycling: Decreased approximately by 15.7%

In the 6 years period from 2008 to 2014, in East Grand the percent of change observed indicates:

- Walking: Increased approximately by 33.3%
- Bicycling: Decreased approximately by 87.7%

## 8. Greenway Recreational Trips (2015)

A Trail Count Project[2] advanced by the Greenway Technical Committee in 2015 indicated that the number of users was approximately 3853. The count in 2015 resulted in approximately 600 users less than in 2013. It appears, the figure could have been affected by a weather (Tornado) warnings related event in the area during the time counts were being taken. Findings resulting from the Trail Count indicate that:

[2] Greenway Technical Committee, Minutes September 15, 2015

- More males (2204) than females (1649) used the Greenway Trail in 2015 than in 2013.
- The rate of walking in 2013 (16%) increased to (27%) in 2015.
- The rate of bicycling in 2013 (67%) decreased to (58%) in 2015.

Reasons for the decline are unclear. It is possible, weather conditions could have contributed to the decrease in shares.

## 9. Pedestrian and Bicycle Crashes

Crash Data was obtained from NDDOT and MNDOT crash databases. Through the evaluation, emphasis was placed in the analysis of the following variables included in the corresponding crash databases:

Type of injury (Severity)
Age of driver operating vehicle
Gender of driver operating vehicle
Age of person operating vehicle (involved in crash (Injured/Severity) (Age group)
Gender of person(s) operating vehicle (involved in crash) (Injured/Severity)

According to the information provided, there were no reported ***fatal*** accidents involving pedestrians in Grand Forks from 2010 to 2016. The data suggested a decrease in the number of reported accidents based on their level of severity. Possible injury and incapacitating injury reported accidents are decreasing. However, reported Non-incapacitating injuries and property damages are increasing.

According to the data available to support the number of pedestrians involved in traffic accidents by vehicle type, it appears there is a decrease in the number of passenger cars and pickup –vans involved. However, the number of hit and runs appears to be on the increase.

Concerning pedestrian injuries by age group, the Grand Forks data sample involving pedestrian crashes from 2010-2016 suggest:

- Ages 16-24 contained the most injuries
- Ages 15 and under contained the second most injuries of any age group
- More males than females were injured
- Males in the age range of 16-24 were the gender and age group combination that were most often the drivers of vehicle 1 (driving vehicle), and were most often the gender age group combination that was injured.

The East Grand Forks pedestrian crashes from 2010-2015 is a small sample; however, the data received reveals the following observations:

- The 3 age groups that contained the most drivers operating vehicle 1 in pedestrian related crashes were 16-24, 25-34, and 35-44 years old.
- Ages 16-24 group contained the Most injuries (1 male, 1 female).
- Most injuries were sustained by both males and females whose ages are 16-24, and males 55-64.

According to the information provided, there were not reported fatal crashes involving pedestrians for East Grand Forks in years 2011-12-14. There were three pedestrian-related accidents. These involved two Non-Incapacitating and one possible injury accidents.

According to the information provided, there were no ***fatal*** accidents involving bicyclists in Grand Forks from 2010 to 2016. However, there were 68 bicycle related accidents. Although not shown in the table included in the report, the data suggest there is a perceived "*concentration*" of bicycle accidents on streets in proximity to UND Campus. University Avenue has a bike lane on UND Campus from Columbia Road to 42nd St. N.

This finding deserves more attention as walking and biking are prominent activities in the vicinity of the University. Similarly, 6th Avenue N from Columbia Road to 42nd Street N. also experienced a large number of bicycle accidents. Most reported injured bicyclists are in the 16-24 age group.

Passenger cars account for 51.9% and pickups account for 23.38% of the vehicles involved in reported crashes.

According to the data available to support the number of bicyclists involved in traffic accidents by vehicle type, the data suggests:

- More male drivers than female drivers operated vehicle responsible in bike crashes.
- Most drivers operating vehicle responsible vehicle in related crashes were 16-24 years old.
- Ages 16-24 contained the most injuries.

Pedestrian and Bicyclist Crash data available for East Grand Forks included years 2010-2015. There were not reported crashes involving bicyclist for years 2014 and 2015. The information provided indicates, there were no *fatal* accidents involving bicyclist in East Grand Forks from 2010-2015. The age of motorist involved ranged from 28-54 years. The age group of most of the bicyclist impacted is 16-24 years old.

## 10. Pedestrian and Bicyclists Accidents in Proximity to School Sites (2010-2016)

From 2010 to 2015 there were 7 non-incapacitating injuries, 8 possible injuries, 2 incapacitating injuries and 1 property damage. The age of drivers operating the main vehicle involved in the accidents ranged from 17 to 59 years old. The age of those impacted by the accidents ranged from 7-14 and 15 & over. Those involved in the traffic accidents included 10 males and 6 females. Data available indicates four bicycle and pedestrian accidents in East Grand Forks in same period.

There were neither bicyclists nor any reported pedestrian's accidents in a ¼ of a mile radius in proximity of the following Elementary schools: South Middle, Discovery Elementary, Viking, Phoenix and St. Mary's/Holy Family Elementary, Riverside Christian and Sacred Heart Catholic Elementary. Most of the Non-incapacitating, possible injury and property damage crashes occurred outside the ¼ mile radius of the remaining Elementary Schools in the planning area.

### 11. At-grade Railway Crossings

Rail operation constitutes an integral part of the regional economy. As train length and frequency increase, so does the potential for vehicle/train and non-motorized users' crashes, roadway traffic delays and exacerbation of proximity issues. In Grand Forks-East Grand Forks, the most commonly observed rail proximity issues include: lack of signal devices, lack of active warning devices, sidewalks in poor condition or in need of repair, and neighborhood Safe Routes to Schools on streets crossing the rail tracks.

Local governments, stakeholders and our MPO have worked in partnership with the leading railway company in our region to address pedestrian and bicyclist safety, access and mobility at at-grade crossings. Considerations include the provision of rail crossing enhancements to improve safety for pedestrian and bicycle movements. A number of proposed improvements have been programmed for short, mid and long implementation.

## Part IV. Identifying Opportunities and Constraints

This section proactively examined existing connectivity and accessibility features on the pedestrian and bicycle system according to the proposed objectives and standards supporting Goal 3: Accessibility and Mobility. The analysis also considered System's Connectivity, User's Accessibility and Mobility, and established a relationship between the results of the "Existing Conditions" assessment, as described in Part III and the sidewalk and bicycle network conditions evaluated in this analysis.

The objectives and standards supporting Goal 3 as outlined in this Bicycle and Pedestrian Element, support the provision of direct and convenient connections, recommend following Federal Highway Administration and American with Disability Act's (ADA) requirements when retrofitting existing transportation facilities and support the development of multi-modal connections that provide equitable access to goods, services, opportunities and destinations.
In Grand Forks and East Grand Forks, the pedestrian network and the bicycle system have many connections; both offer direct access, and provide convenient and amenable routes. However, several factors that still curtail accessibility, continuity and mobility to pedestrian and bicyclists have been identified. These include:

- Comments by Respondents to Improve Access and Mobility Opportunities
- Land Use Policies to improve Access and Mobility Opportunities

## A. Improving Access and Mobility Opportunities

### 1. Comments by Respondents to Improve Access and Mobility Opportunities

Reasons that make it difficult to Bike / Walk-- It appears the factors that make it difficult or unpleasant to bike or walk include:

Biking

Weather: Moderately difficult 13 (16%) to Very difficult 16 (19.8%).
Places where I need to go are beyond my ability to ride: Moderately difficult 15 (18.5%) to Very difficult 13 (16%)

Poor bike lanes/Poor sidewalk quality: Moderately difficult 15(18.5%) to Very difficult 13 (16%)

Walking

Weather: Moderately difficult (16%) to Very difficult (19.8%)
Sidewalks to close to road Very difficult (12.3%)

Q. 6 Reasons for not to Bike/Walk. The major reasons not to bike/walk included:

Biking

Travel with small children (25.9%)
Automobile traffic (24.7%)
Personal safety (23.5%)
Visually unappealing surroundings (23.5%)

Walking

Personal safety (29.9%)
Unsafe intersections (22.2%)
Lack of sidewalks (21.0%)
Bad drivers (21%)
Sidewalks in poor condition (22.2%)

In addition, comments were written on Display Board (Maps) placed at both Public Libraries and other venues. Comments were organized by areas of concern. All instruments were administered by the MPO as part of the public involvement process. A complete Comments Summary is included in the Appendix.

## 2. Recommended Land Use Policies to Improve Access and Mobility Opportunities

According to the *2045 Grand Forks Land Use Plan,* the top four goals recommended by the public for the City Grand Forks for the near future as selected by users, comprised:

- Becoming more pedestrian friendly and walkable (45%) Survey online
- Improving "*Safe Routes to Schools*" to encourage students to walk and bike to school (Approximately 37%)
- Improving safety at intersections where crashes often occur (Approximately 32%)
- Adding more bike lanes and becoming more bicycle-friendly (Approximately 32%)

In addition, during public involvement activities advanced for the update of the *2045 Streets & Highway Element,* currently under preparation, about 60 related bicycle and pedestrian comments were received in the following areas from residents on Wiki-map:

- Access (*Add protected bike lanes, sidewalk to bike path connections*)
- Safety (*Lack of sidewalks, school crossing, ADA sidewalk compliance, better pedestrian crossing in proximity to playgrounds, fields, sand courts*)
- Signs & Signals (*Disregard by motorist of pedestrian signage, school crossings*)

The *2045 East Grand Forks Land Use Plan* includes the following strategies proposed to improve bicycle and pedestrian access and mobility:

- Promote roadway connectivity through the implementation of the East Grand Forks future road map.

- Continue the installation of sidewalks along new roadways in accordance with existing ordinances.

5.8 PARKS, RECREATION, AND OPEN SPACE

- Maintain a sufficient park and trails system to provide adequate passive and active recreation opportunities for the current and future residents of East Grand Forks.

- Ensure connectivity for multiple transportation modes between recreational facilities

## B. Improving Connectivity on the Bicycle System and Pedestrian Network

### 1. Land Use Trip Attractors & Generators

Common Existing Attractors & Generators land uses in the area were identified. Attractors and Generators are every land use on which business, school, park and trail, and social and service establishments are located. Some of the local land uses and activity centers attracting and generating a large number of motorized and non-motorized trips were described in the previous section of Part IV.

### 2. Assessing Existing Pedestrian & Bicycle Network Connectivity

Sidewalks are a vital component of the transportation network. A connected and continuous sidewalk network better accommodates the needs of all pedestrians, including children, seniors, and people with disabilities. Bicycles are allowed to ride on the sidewalks in Grand Forks, and bicycles are allowed to ride on the street per North Dakota Century Code.

However, the following institutional and perceived community constraints should be analyzed to support local government's efforts to provide a complete pedestrian network and bicycle system:

- Chapter XVI – Streets and Sidewalks of the Grand Forks City Code
- Lincoln Park, along Belmont Road (Lincoln Drive to Elks Drive)
- The 2040 Bike & Pedestrian Plan identifies a "*planned sharrow*" facility on the Belmont Road (Lincoln Drive to Elks Drive) roadway segment.
- At-grade railway crossings
- Resident's Perceptions

These constraints must be addressed to encourage broad access to the network of bicycle and pedestrian facilities; boost bicycle-transit connectivity; assure network completion; and improve access to important school, health, parks and community recreational facilities. Their elimination could facilitate access to community-based activities to members of low income communities; foster neighborhood connectivity; increase use of new and existing infrastructure and contribute to building support for bicycle and pedestrian activities among the public.

## 4. Observations

Both Local Governments and stakeholders continue making efforts to facilitate access to and connectivity between destinations. Their aim is to provide for a complete bicycle and pedestrian network. Their efforts are commendable, particularly, in view that the construction of a complete bicycle and pedestrian network is still a "*work in progress.*"

An examination of some of the segments exempted from sidewalk construction according the Grand Forks City Code of Ordinances Chapter XVI –Streets and Sidewalks, suggests that physical gaps still exist in the pedestrian network. Most of the exempted roadways and corridors are in the core area of the City of Grand Forks.

Currently, there is sidewalk and on street access to most of the neighborhood and community parks. However, access to some facilities through designated bicycle facilities is still missing. Although access to most parks is through local arterials, collectors and local roads; sidewalks still play a key accessibility role. Multi-use paths "*effectively tie park system components together to form a continuous park environment.*"[3]

This assessment of the bicycle and pedestrian network has been advanced to develop opportunities to enhance the existing pedestrian and bicycle infrastructure. The objective is to improve on its ability to address the unique mobility, access, and connectivity needs. The analysis accounts for experiences of bicyclists and pedestrians and other non-motorized users in local neighborhoods and communities.

The initial "*gap*" analysis reveals that:

- The provision of sidewalks and bicycle and pedestrian facilities by Local and State Governments is part of livability efforts to integrate housing, shops, work places, schools, parks, libraries, cultural arts venues, and civic facilities essential to the daily life of the residents.

- There are still areas in the industrial and commercial land use corridors lacking connectivity through sidewalks and designated bicycle facilities.

- The list of exempted roadways in Grand Forks must be reviewed and updated. The list fosters permanency of sidewalk gaps, causes discontinuous paths, and stifles sidewalk continuity in places that haven't been required to have sidewalks in the past, such as in industrial areas.

- Some sidewalk segments in various locations are in poor condition or are inexistent. Some respondents to our *Community Survey* indicated that they "*find the quality of bike lanes and sidewalks unpleasant.*" Some respondents indicated lack of sidewalks, and sidewalks in poor condition as reasons not to walk.

- Some familiar intersections in both cities are still difficult to cross.

[3] Heller & Heller Consulting (2016) Grand Forks Park District Strategic Master Plan 2016-2021. p. 26

## Part V. Project Prioritization & Financial Factors

Part V addresses *short-term* bicycle and pedestrian initiatives scheduled for construction or to be submitted for funding in years 2018-2019 by the City of Grand Forks. The report discusses initiatives outlined in the *2040 Bicycle and Pedestrian Plan* (2013) and *–carried over to 2045 Bicycle and Pedestrian Element (2018)*. Some of these facilities are still pending for implementation in Grand Forks and East Grand Forks. In addition, Part V introduces a number of on and off-road *proposed* facilities.

### A. Appraised Bike Facilities Projects: Costs, Length, Term & Type

#### 1. Costs Elements

The estimated costs were calculated according to the figures provided by the Grand Forks-East Grand Forks Departments of Engineering. For Grand Forks, these figures include *Value of new pavement when parking removal is required*. Other costs in both jurisdictions include cost of signs, road symbols and stripping when required.

It appears that the *Value of Existing Pavement* was not considered in the cost assessment of the projects included in the previous 2040 Bicycle and Pedestrian Plan, as there was no indication that parking would be impacted by the implementation of planned initiatives. As a result, it is suggested the cost estimates presented here should be regarded as "*Planning Level Cost Estimates*." Planning level estimates are general in nature. They do not take into consideration the cost of complete roadway characteristics.

#### 2. Bicycle & Pedestrian Initiatives

The following bicycle and pedestrian initiatives are described in this section:

##### Short Term

*Short Term* projects are initiatives prioritized in 2013 for implementation in the short-term (2015-2022) period of the 2040 Bicycle and Pedestrian Plan. To date, most projects have been successfully implemented. However, a few remain pending for funding to fully realize their implementation.

##### Carried Over/Planned Facilities (2040-2045)

The "*Carried-Over/Planned*" segments were initiatives planned in 2013. A number of facilities are currently in service after having been completed successfully. Other facilities are *–carried over to 2045 and* are still pending for implementation.

##### Proposed Facilities

The "*Proposed*" facilities are segments submitted for stakeholder's consideration at the *Bicycle and Pedestrian Advisory Committee* and the *Bicycle, Pedestrian and Greenway Advisory Committee* to advance the objectives supporting Goal 3: Accessibility and Mobility. Selected facilities are prioritized, financially assessed and included in the list of upcoming projects.

## B. Proposed Bike Facilities (Summary)

### 1. Proposed 2045 Grand Forks-East Grand Forks Planned

As part of the update of the Bicycle and Pedestrian Plan, a number of on-road facilities in Grand Forks and East Grand Forks were proposed for further consideration as components of the proposed Bicycle and Pedestrian Network. Supported by stakeholders, MPO staff analyzed basic roadway's characteristics, elaborated cross-sections and suggested proposed type of on-road facilities.

MPO staff received comments from stakeholders on the proposed facilities and proceeded to adjust the type of bicycle facility designation previously assigned to those segments. The proposed segments were submitted for consideration of the *Bicycle, Pedestrian & Greenway Advisory Committee.*

The segments were analyzed according to the following criteria:

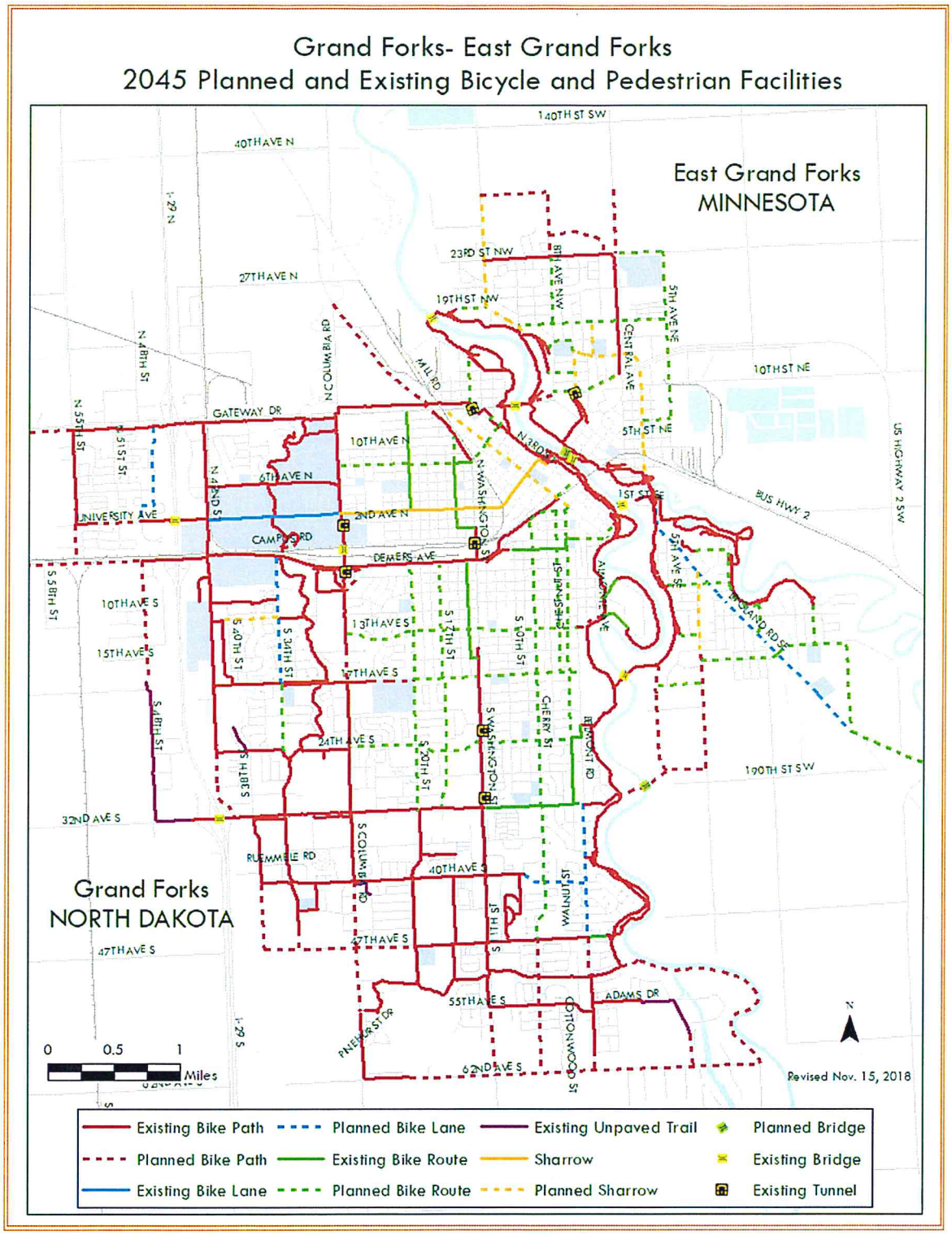
- Existing roadway characteristics, on the proposed corridors, facilitate accommodating the proposed designated bicycle facilities

- The proposed corridors fulfill stated bicycle and pedestrian community objectives (*As outlined in the proposed Ranking and Prioritization Criteria*)
- Potential costs are reduced for every project, by not requiring proposed streets to be widened
- The construction of the proposed bicycle facilities may or may not require removal or alteration of existing on-street parking
- Evaluate truck traffic volumes

- Implementation of the proposed facility is cost feasible

- The proposed segments could anticipate the type of bicyclist, their skills level, and their expected level of comfort.

2. Existing Bicycle and Pedestrian Facilities Map



# Part VI. Implementation & Recommendations

The proposed recommendations focus on:

- Improving user's safety and comfort
- Increasing the existing pedestrian network and bicycle system
- Enhancing pedestrian network's accessibility & connectivity

Task 7. Strategies & Recommendations included in the Scope *of Services* prepared to guide the advancement of this Bicycle and Pedestrian Element update, indicates that this report is expected to *Provide recommendations and guidance for*:

- Improving existing on-road facilities, sidewalks, crosswalks, shared use paths and bicycle parking.
- Improving the bicycle and pedestrian facility guidelines/standards.
- Enhancing standards and locations for bicycle signage on roadways.
- Developing and applying criteria to prioritize and to identify specific facility-related improvements.
- Identify changes required to planning, design standards, and agency policies

Final recommendations will be included in the Final Report.