

Grand Forks - East Grand Forks Metropolitan Planning Organization

**MPO Staff Report
City of Grand Forks, ND Planning & Zoning Commission
December 7, 2016**

RECOMMENDED ACTION: For Information Only

Matter of the "Bicycle and Pedestrian Plan –Update" on Task # 4 & # 5

BACKGROUND:

MPO's staff has continued working on the advancement of the Bicycle and Pedestrian Plan Update. Advancement of Task #4 and #5 has been possible thank to the dedicated and continued support received from staff from Departments of Engineering and Planning, and support received from local agencies, community members and advocates. In addition to the recommended bicycle and pedestrian policies outlined in the recently adopted Grand Forks Land Use Plan, and East Grand Forks Land Use Plan, this report considers the following activities:

ANALYSIS AND FINDINGS OF FACT:

Task 4. Visioning & Goal, Performance Measures and Targets

MPO staff has participated in about eight meetings to draft the Mission Statement, consider national, state and local goals; and to consider objectives to improve non-vehicular safety; evaluate ways to enhance non-vehicular mobility and accessibility to improve economic and recreational activities and to help create a multimodal transportation system. Members of the established "working group" represented the planning and Engineering departments, and various local agencies, including health-care, children's safety, senior citizen, bicycle and pedestrian advocates, and the Community Bureau from the Grand Forks Police Department.

Among others, the following factors were considered in the preparation of the Vision Statement, Goals and Objectives:

- Safety
- Creating bike/pedestrian friendly environments
- Current walking and bicycling trends
- Promoting economic development and community vitality
- Accessibility and Connectivity
- Mobility and Efficiency
- Fiscally constrains

I. Vision Statement

The GF-EGF Long Range Transportation Plan envisions a community that provides a variety of complementary transportation choices for people and goods.

II. Goals (Planning Factors) & Proposed Objectives (Under consideration)

Goal 1: Economic Vitality

Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.

Goal 2: Security

Increase security of the transportation system for motorized and non-motorized uses.

Goal 3: Accessibility & Mobility

Increase the accessibility and mobility options for people and freight by providing more transportation choices.

Goal 4: Environmental/Energy/ Quality of Life 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.

Goal 5: Integration & Connectivity

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.

Goal 7: System Preservation

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

Goal: 9 Resiliency (Pending)

Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

Goal 10: Tourism (Pending)

Enhance travel and tourism.

III. Complete Street Policy

The resulting vision, goals, objectives have been developed in accordance to local, state and federal policies and guidelines. As part of the approved Scope of Services, the “working group” will be considering the extent these objectives address the requirements of a Complete Street Policy, requirements, and benefits.

For instance, Task 9. Review Draft Document, states that:

The Final Report’s recommendations (...) should include completion of a bicycle and pedestrian plan update, and recommendation of a Complete Streets policy.

Task 5. Assessment of Existing Conditions & Needs

Information has been collected to analyze the baseline of information required to support strategies and actions necessary to reach the vision and goal statements, performance measures and targets. Among others, the following activities have been advanced to determine the extent to which the existing transportation system meets the needs of bicyclists and pedestrians:

- Evaluation of the existing transportation infrastructure (including on- and off-road facilities) to determine current conditions and capacities and to identify gaps or deficiencies in terms of accommodating potential and existing bicycle and pedestrian travel.

- Identification of desired travel corridors for bicycle and pedestrian trips and required land acquisition, if any, for potential facilities
- Examination of existing land use and zoning, and the patterns of land use in the community.

This task is in progress. Further updates on its completion will be given later.

SUPPORT MATERIALS:

- a) Proposed Community Goals
- b) Public Input: Streets and Intersections that the public (respondents) would like to see more bicycle and pedestrian friendly.

Existing Conditions Analysis: Public Input

I. TRAFFIC SIGNALS/ SIGNAL TIMING/TRAFFIC LIGHTS

- Washington @ 13th (and EVERY STOPLIGHT!)
Less waiting time to cross Washington, especially (during) winter
- Washington St. and De Mers Ave: Time to cross safely
- I can only get to downtown from 13th Avenue--there are no lights to cross on any of the streets
- 8th Avenue, where it meets Reeves: Should be made a 4-way stop.
- Eighth Av S. @ Reeves: Build some in-road improvements to ensure stops by drivers, or severely limit their turning options

II. STREET CROSSINGS/ MARKED CROSSWALKS/ SIDEWALKS

- 8th Avenue at Belmont and heading west to connect to the n/s bikeways
- De Mers crossing the railroad tracks (I do not think it is legal to take that route) (Checked locations at 53rd & 55th).
- Minnesota Ave--bridge to cross into EGF (legal?)
- The place where the bike path crosses Lincoln Drive is OK but more dangerous at times of the year when the speed bump is removed.
- N. Washington St. Needs more protected crossing.
- S. Washington & De Mers: Too difficult to safely cross intersection.
- Downtown De Mers and 5th St: Cars pull into cross walks.
- N 55th St to cross the rail road tracks at De Mers Ave
- 42nd. St. & De Mers Ave: Safe crossing.
- Drivers often straddle the line or use the lane for right turns onto 5th Ave N.
- De Mers crossing the railroad tracks (I do not think it is legal to take that route)
- Gateway: The places where the bike path crosses Belmont and Washington on the south side see cars ignoring the bikes or pedestrians
- Let's do something to encourage people to park their cars, and then get out and walk around the retail world that exists out there — some walker/biker friendly crossings would be a god-send.
- 11th and Columbia (near Altru): Cars often don't let pedestrians/ bikers cross easily and the road dips in the middle, making it dangerous (under construction now).
- 4th Avenue at Reeves, Belmont, and heading west needs better bike route and street crossing safety Washington and University.

III. EXISTING PEDESTRIAN FACILITIES, TRAILS & ROUTES

- Drivers usually disrespect the sharrows and it feels unsafe. The right-of-way is wide enough to support dedicated bike lanes. People drive too fast with too little attention for me to feel safe biking here.
- Biking on Washington or Columbia is a challenge and the waling (walking) path is unsafe for bicycles.
- There need to be more bike routes going east/west; right now there is nothing south of 4th Ave. or north of 32nd Ave.

- Down 13th Avenue: I have to ride the sidewalk because of the road narrowing and cars don't seem to be able to handle bikes as well (sidewalks down 13th are uneven and bumpy)
- 3th Avenue at Belmont and heading west to connect to n/s bikeways.
- It would be great to have a bike lane on the downtown streets. 4th Avenue does not have a safe bike route, especially where it meets Minnesota Ave. Cars also turn onto Reeves without stopping or slowing down
- Belmont: Accessing Lincoln Park GC we need more "destination trailheads" for greenway cycling
- University Avenue between 42nd St and Columbia Rd:
 - Drivers frequently stop in bike lanes.
 - Lane paint is invisible during the first couple months of spring, prime biking season. Runners often run in the bike lanes, bikes often go the wrong direction, and long boarders often use the bike lanes; this impedes bicycle traffic.
- Downtown needs a route for bikes that is protected, starting with that crazy intersection at the Valley Dairy! It is unsafe for bikes!
- 13th Avenue should have a safe bike route.
- Lincoln Dr. Belmont to Lincoln Dr. Park

IV. FACILITY'S DIRECTNESS

Coming into town from the west on 2 the path is difficult to ride if you try to get off the highway University Avenue east of Columbia Rd.

V. ON-STREET PARKING

- A strong case for "bump outs" that make cross safe and limit parking to allowed places only. (ALSO, if we are going to have 4 way stops, PLEASE ELIMINATE the turning lanes that make these things effectively 8-way stops. GF drivers don't do that math at 7:45 am.
- Perceived Motor vehicle operating speeds Intersection of N 5th St. & Gateway: Cars don't stop. 7

VI. INTERSECTIONS (WOULD LIKE TO SEE BECOMING MORE PEDESTRIAN FRIENDLY) :

North -South

- Washington and De Mers
- Washington St: DeMers Avenue getting across turning lanes is dangerous
- Washington: DeMers-Gateway: Poor Sidewalks
- South Washington @13 Ave
- Pedestrian crossings on S Washington St: Are very far apart Columbia
- Washington/Columbia: Not enough shoulder room for cyclist/Sidewalks to narrow, torn up.

- De Mers Ave under I 29
- De Mers Ave at I-29
- DeMers/Washington Outlined bicycle crosswalks
- DeMers at various locations;
- DeMers Avenue: Sidewalks
- 42 @Gateway to University: Share use
- 42nd @DeMers Ave. Bike trails w of Interstate
- 42nd Street @ University Avenue
- 42nd St. Trail missing from University to 6th
- 42nd St/DeMers/Bike path
- 17th Ave (20th to Belmont) Wider
- 20th Ave/47th/Needs crosswalks
- Columbia Road and 13th Ave S.
- Columbia @ 6th Avenue Sidewalks
- Columbia Road 24th to 47
- Columbia Road/32nd Ave to Eagles Cres/trial sections of trail missing on North
- Columbia @ EVERY MAJOR INTERSECTION:
- That road was designed by engineers who finished in the bottom quintile of their respective classes—(SIC). (*sic erat scriptum*, "thus was it written")
- Belmont @ 5th St S: (Practically cries out for a roundabout!!!!)
- Belmont/42nd to 67
- Belmont/5th-17th the entire road is awful
- Belmont @ 4th AV S:
- Belmont Rd Sidewalk/Road repairs
- Lincoln Dr Belmont to Lincoln Dr Park
- Cherry Street Lindsay Lane
- Chestnut: Bike lanes
- Reeves neighborhood, Downtown areas, Belmont sidewalks
- Reeves Drive/Sidewalk repairs
- 3rd Street GF
- 4th Avenue, where it meets Belmont:
Should have a 4-way stop.
Please remove the painted turn lanes, which confuse drivers about when to proceed, making it more dangerous for pedestrians.
- N 55th St/DeMers/Bike Path
- South 17th Street: Bike path
- South 24th Avenue: Bike path

- 20th st/32nd Ave? Bike path
- Pendleton/40th: Steep curve ramps
- Brookhill/40th: Steep/curved ramps

East-West

- 5th at Washington: Traffic improvements
- 6th Ave N-Coulee Trail to 42nd St. Section missing/needs a bike path
- Gateway at Washington
- Gateway: Sidewalks
- Gateway/trail in very poor condition that runs parallel to road. Crossing over RR so rough you have to get off bike and walk across
- University UND/University/Sidewalks
- University Avenue GF? Dedicated bike lanes
- 32nd West of I-29
- 13th Ave (Belmont to 20th Avenue)
- All bridges
- Kennedy Bridge (Pedestrian Access).
- 4th St/River Road/Sidewalk
- 6th Ave GF
- Bike Trails S of Interstate Ave
- Downtown Areas/Sidewalk conveyance
- 47th Avenue South /Needs crosswalks
- City of Grand Forks: All unmarked intersections are dangerous!

EAST GRAND FORKS, MN

- EGF/2nd Ave NE from 2nd Street to 4th St NE/sidewalk/Bike lane
- Bygland Road
- Rhinehart Dr/Sidewalks, bike paths
- EGF/1st St/2nd Ave/crosswalk/bike lane

VII. SCHOOL SITE

- Lewis and Clark School: Parents dropping off children block 13th Ave.
- Phoenix Elementary is a death trap waiting to happen — bad drivers, illegal parking, and inattentive pedestrians w/o clear safe crossings.

VIII. TRANSIT

- Bus shelters/stops are often inadequate for cold weather. Better shelters could encourage walking outside of summer months.

IX. PEDESTRIAN

- Downtown, overall, needs work for pedestrian friendliness. Make the corners of intersections bulb-out, use bricks and/or paint and/or large planters to slow traffic and make welcoming to walkers. Also, art, benches, etc. This is being done in small towns like Morris, Manitoba and cities like Fargo.
- 5th Street downtown from Valley Dairy: Needs better pedestrian signage/access.
- Starbucks on S. Washington: Vehicles block 13th Ave & alley using drive through.
- The intersection of Reeves and 8th Avenue: It is not pedestrian friendly because 8th Avenue traffic does not stop and n/s traffic does not observe the stop signs. It is too wide of an intersection, so I would suggest painting crosswalks, painting enhanced curbs, or making it a painted roundabout that makes cars slow down for pedestrians.
- Walking experience is pretty okay. Intersections need improvement; a few additional sidewalks could be added. Walking is mostly limited by weather and distance.
- Regarding walking around Grand Forks - motorist just do not stop for pedestrians in cross walks. Perhaps more education needs to be done.
- Promote outdoors biking activities so people learn to use them
- The Minnesota Ave. Bridge should be opened up for pedestrians.
- There are a lot of areas in town which have sidewalks on both sides of the road. This means that as a pedestrian you can take the shortest route to your destination. This is an excellent practice the City should continue moving forward.
- Need a bike-ped crossing at North Washington Street across Home of the Economy

X. UNIVERSITY CAMPUS

- I have travelled to UND from home and back twice/day M-F on Second Avenue north for 42 years. It amazes me how many bicycles are courting death on that narrow street when there is a public supported bike path only one block north. Are these bicyclists that stupid?
- Good start with the bike lane on University Avenue on campus. It would be a great cross-town route if dedicated lanes stretched to the Greenway. The 42nd St lanes are unusable--condition, driver behavior, speed, and separation all compound to make a scary and unsafe experience. Throughout the north side of town, more lanes would be welcome. South side is too sprawling for bike infrastructure to be a worthwhile investment.

- Please include input for Inline skaters. Majority (if not all) sidewalks are not even or wide even to be good to Inline on. Greenway is good in most places, with some areas needing resurfacing. East Grand Forks, after crossing the park pedestrian bridge, is in very poor condition not skatable. Other parts of EGF also need to be resurfaced. Grand Forks has a few minor areas needing it. Wide roads like University can accommodate Inline skates, but are in very poor shape and very bumpy to skate on. Even the good sidewalks, the ridges at every sidewalk break for a driveway/road hurt the skating experience.

XI. GREENWAY

- The bathrooms at the parks are nice, would be good to have more water fountains along the greenway.
- Patch the Cracks on the greenway. EGF doesn't do any maintenance on cracks and when pulling a bike trailer for small kids it jars the trailer so much it hurts the kid.
- Elks Drive at Belmont: Need a bike crossing; I see people trying to cross to get to and from the Greenway!
- 13th Avenue South, 17th Avenue South continue route to Greenway Trail
- Improve access to Greenway at 13th Avenue South at Lincoln Drive; at Elk's Drive; Reeves Drive is in terrible shape.
- Could you put bike lane on Belmont? Need safe access to Greenway.

XII. EXISTING SYSTEM GAPS

- Missing Connection on 47th Avenue South from Belmont Road to Greenway Trail
- Missing connection on 47th Avenue South from S 20th Street to Columbia Road
- Missing connection on Columbia Road from 47th Avenue South to 40th Avenue South
- Review connection on 32nd Avenue South from Chestnut Greenway Access Point
- Under-pass on Columbia Road at Eagles Crest Hills entrance
- Widen existing path at S 34th Street at 24th Avenue South/Extend path on 34th Street South from 24th Avenue South to 22nd
- Suggest a bike lane on 34th Street South from De Mers Avenue to S 17 Street S
- Missing piece on 6th Ave North at N 42nd Street

XIII. OTHER COMMENTS (TRAFFIC CIRCLES, TRAFFIC CALMING, SHELTERS, LIGHTING)

BICYCLIST

In general very good facilities.

The bike paths need more east-west connectors that are safe for all (including kids). Also, the Minnesota

Ave. Bridge should be made safe for biking.

We are very fortunate with the biking network that we have. I am not very comfortable riding on the busy streets and prefer to ride on the sidewalks and paths. The number of paths that we have is amazing!

Biking to work is impossible to do when you have small kids to bring to daycare during a work day and activities in the evening.

Please include input for Inline skaters.

- Please add paint markings at these intersections:
 - Columbia Road at University Avenue
 - University Avenue at Washington Street
 - University Avenue at N 5th Street
- Bike & Pedestrian (Multi-Use Paths)
 - Alleys at Columbia Road at N 3rd Street; (Checked for N 3rd Avenue)
 - N 3rd Street at N 23rd Street; Gateway Drive at 47 Street N;
 - Gateway Drive at Sandford Road;
 - Gateway Drive at Ralph Engelstad Arena Drive (Entrance);
 - Columbia at n 22ND Street ; and N 20th Street.
- Railroad crossing on N 3rd Street from Mill Road to Washington Street
- Very rough railway crossing on North 3rd Street at Washington Street
- Railway crossing at 7th Avenue North
- Widen Multi-use path facility on N 42nd Street from 6th Avenue North to Gateway Drive
- Washington Street Underpass: Too narrow
- (Unclear) North 5th Street at De Mers Avenue bad from Multi-use??
- Too narrow side street on 18 Street South (17 Street South)
- Questioned planned bike route on Belmont Road from 24th Ave South to 32nd Ave South
- Future Shared Use Path on De Mers Avenue from South 42nd Street to slightly ahead of North 55 Street. Since the 2016 TAP project decreased from \$900,000 to \$500,000. Can the \$400,000 local fund this connection? South side funded. Portion on N 55 Street from De Mers to University Avenue is funded.
- Bygland Road: Not a safe route (disagree): This would be a great way to link various routes together and expand the system.
- It can be challenging to access the Greenway Trails from side streets when crossing Belmont.

- Joint/cracks repairs needed along the stretch path on Greenway Boulevard South East from Rhinehart Drive to Bygland Road.
- Suggest removing from system the planned segment on the Greenway Trail bordering the river from River Edge Drive to 62nd Avenue South
- Suggest moving planned facility from N 7th Avenue to N 8 Ave from South Columbia Road to N 3rd Avenue.

XIV. INTERSECTIONS YOU WOULD LIKE TO SEE BECOMING MORE PEDESTRIAN FRIENDLY:

Top three most important Intersections Location you would like to see become more Pedestrian-friendly includes

- Belmont Street
- Business Hwy 2 EGF/Sidewalks, bike paths
- Bygland Road EGD? Bikelanes

XV. BIKESHARE

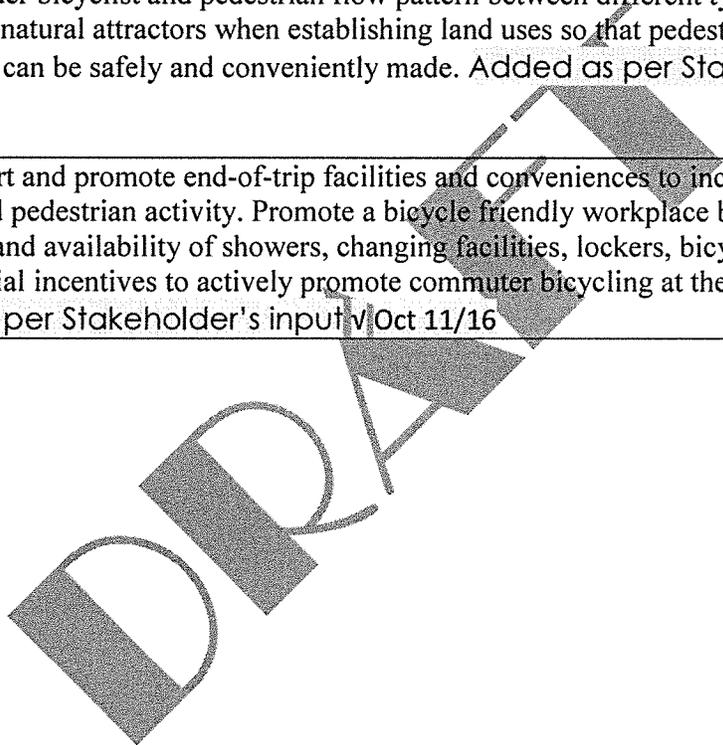
- Dedicated bike lanes separate from roadway would be great
- Foster a culture of biking, walking and community. Present this initiative as method to create connections in Grand Forks East GFKs
- I love when there are events downtown to bike/walk to. But nowhere to put my bike. Especially by the movie theaters. (Bike parking)
- Love the Greenway best area to relax
- More long running/biking paths like the ones downtown and East Grand. It would be very success to build more through the town.
- More washrooms and garbage cans on Greenway -Emergency call centers should be available.
- Pls focus attention on commuter trails/making connections, so bicycling can become dafer for those who want to use them for more than just recreation.
- We have an amazing number of sidewalks and bike paths compared to other cities
- Bikes not riding in bike lane
- In another year the lack of sidewalk/path on 32nd Ave West of the truck stop will discourage me from biking to our new office location at Minkota Power

Goal 1: Economic Vitality

Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.

OBJECTIVE 1: Prioritize access to employment centers and commercial districts/main streets as critical connections that promote community and economic development.

STANDARDS	1.1.1 Provide the facilities, local land use policies and practices that support increased bicycling and walking activity and add to the overall livability of the communities.
	1.1.2 Consider bicyclist and pedestrian flow pattern between different types of businesses, schools and natural attractors when establishing land uses so that pedestrian and bicycle connections can be safely and conveniently made. Added as per Stakeholder's input v Oct 11/16
	1.1.3 Support and promote end-of-trip facilities and conveniences to increase work-related bicyclist and pedestrian activity. Promote a bicycle friendly workplace by promoting installation and availability of showers, changing facilities, lockers, bicycle parking, and other financial incentives to actively promote commuter bicycling at the workplace. Added as per Stakeholder's input v Oct 11/16



Goal 2: Security

Increase security of the transportation system for motorized and non-motorized uses.

OBJECTIVE 1: Identify and implement programs and enhancements to improve the security of the pedestrian network and bicycle system and safety of the individual users.

STANDARDS	2.1.1 Enhance/complement existing emergency, evacuation, and security plans by proposed improvement projects.
	2.1.2 Develop an implementation plan that responds to various disaster events that might occur within the region including evacuation routes and contingency planning.
	2.1.3 Develop measurable data points that evaluate the security of the transportation network, especially in critical areas.
	2.1.4 Ensure that the existing sidewalk network and bicycle's system in place offers lighting along streets, especially at crosswalks; illuminate areas of pedestrian activity to increase motorist visibility and improve nighttime pedestrian security. Added as per Stakeholder's input v Oct 11/16
	2.1.5 Ensure that existing street lighting improves pedestrian visibility and personal security. Added as per Stakeholder's input v Oct 11/16
	2.1.6 Assure that on streets with lots of trees, and on streets adjacent to schools, existing street lighting dedicated to pedestrians (low lights) illuminate the sidewalk even after the trees grow big and tall, and during nighttime hours. Added as per Stakeholder's input v Oct 11/16

Goal 3: Accessibility & Mobility

Increase the accessibility and mobility options for people and freight by providing more transportation choices.

OBJECTIVE 1: Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes.

STANDARDS	3.1.1 Provide direct and safe connections, when possible, for bicyclists and pedestrians.
	3.1.2 Conduct pedestrian and bicycle analysis to understand physical, natural, and safety/comfort barriers which create connectivity islands, such as <i>Level of Traffic Stress Analysis</i> . Refer to existing (ND/MN) Analysis Procedures Manual(s) for guidance and support. PENDING
	3.1.3 Inventory the sidewalk network and bicycle's system facilities order to, identify and prioritize filling system gaps, including gaps in street crossings, and incorporate findings into relevant plans, processes, and investment decisions.
	3.1.4 Improve bicyclist and pedestrian way finding signage and maps to facilitate user's connections and ease of usage of the system.

OBJECTIVE 2: Improve access to multimodal connections for bicyclists and pedestrians through planning, prioritization, design, and coordination when getting people to their workplace.

Edited at work session ✓ Oct 11/16

STANDARDS	3.2.1 Build and maintain partnerships with transit agencies to facilitate network connections with travelers walking or biking and to support first and last mile connections.
	3.2.2 Improve pedestrian and bicycle connections to other modes (e.g. airport, transit stops). Support bicycle route connections to these types of locations and encourage the provision of supportive infrastructure such as secure bike parking, an onsite bicycle store, a locker room, and bike rentals adjacent to main transit station. Edited at work session ✓ Oct 11/16
	3.2.3 When designing, extending, or improving pedestrian and bicycle networks, coordinate with relevant transit and freight agencies to ensure that existing and planned transit and freight services are considered in facility design and identify opportunities to remove physical barriers in access to transit and other active transportation modes. Edited at work session ✓ Oct 11/16

OBJECTIVE 3: Enhance pedestrian and bicycle infrastructure to address the unique needs of our neighborhoods and communities.

Edited at work session ✓ Oct 11/16

STANDARDS	3.3.1 Support coordination on best practices and options for sidewalk infill and repair.
	3.3.2 Seek opportunities to retrofit existing bridges and access points, where pedestrian or bicyclist access is limited, or provide alternative options to ensure safe and convenient connections for bicyclists and pedestrians.

OBJECTIVE 4: Increase access to the sidewalk network and bicycle's system facilities for all persons and businesses to assist in insuring access, mobility, well-being and quality of life without undue burden placed on any community.

STANDARDS	3.4.1 Support and develop multimodal connections that provide equitable access to goods, services, opportunities and destinations.
	3.4.2 Identify and work towards the elimination of physical barriers and system's gaps to walking and biking in transportation disadvantaged communities, through historical accounting and inventories of sidewalk network and bicycle's system facilities. Edited at work session ✓ Moved from Goal 4 to Goal 3 Objective 4 Oct 11/16
	3.4.3 Study local and community barriers that may impact people's ability to walk or bike. Edited at work session ✓ Moved from Goal 4 to Goal 3 Objective 4 Oct 11/16

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**Goal 4: Environmental/
Energy/ Quality Of Life**

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.

OBJECTIVE 1: Provide opportunities and choices for people of all ages, abilities, and incomes in urban, areas to bike or walk to reach their destinations and to access transportation options, assuring transportation disadvantaged communities are served and included in decision making.

STANDARDS	4.1.1 Assess year-round usability of the sidewalk network and bicycle’s system facilities by fostering and supporting sidewalk network and bicycle’s system safety, and other community involvement activities to keep the momentum going.
	4.1.2 Utilize mapping tools, Census data, or other information sources to identify underserved areas, looking at demographic characteristics to assess needs associated with transportation disadvantaged communities.
	4.1.3 Include transportation disadvantaged populations in outreach programs during public engagement processes for transportation planning and investment decisions.

OBJECTIVE 2: Promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation.

STANDARDS	4.2.1 Develop and improve multimodal connections within and between cities and regions.
	4.2.2 Develop and improve connections between modes of transportation.

OBJECTIVE 3: Promote walking and biking to help achieve public health goals to improve air quality, and increase access to physical activity and healthy food to help reduce the risk of chronic diseases.

STANDARDS	4.3.1 Engage public health professionals in transportation planning through the MPO and local jurisdiction planning efforts to more broadly consider the impact of transportation decisions and investments on health.
	4.3.2 Identify geographic areas and sub-populations (e.g., low-income communities, aging population) with higher rates of chronic diseases linked to physical inactivity or air quality, and prioritize actions to address disparities through transportation policies, plans and project selection.
	4.3.3 Improve data collection and sharing between transportation and public health agencies by utilizing data resources and forming partnerships with state and local public health agencies which track community-wide health information (i.e. “population health”).

OBJECTIVE 4: Promote walking and biking to help achieve local, regional, state, and federal environmental goals to reduce vehicle miles traveled, reduce greenhouse gas emissions, and improve air quality

STANDARDS	4.4.1 Work with local jurisdictions to consider infrastructure investments and transportation option programs that encourage walking and biking for short and moderate distance trips.
	4.4.2 Promote zero emission technological innovations that improve interest in walking and biking, such as software applications and electric bikes and mobility devices.

OBJECTIVE 5: Support the implementation and promotion of a Bike Share program to increase personal mobility, reduce single occupancy vehicle trips in targeted areas, improve access to downtown and university campus destinations for students and visitors, improve connections to transit stops for residents and provide bicyclists a better way to access destinations throughout the community.

√ Oct 31/16

STANDARDS	4.5.1 Maximize the number of destinations once can reach by bicycle, providing enhanced connectivity to work, leisure, and home. √ Oct 31/16
	Leverage bike share to better link local communities to recreation and cultural institutions. BIKE SHARE UNDER REVIEW
	Leverage bike share as an amenity to attract business investment and tourism to the region. BIKE SHARE UNDER REVIEW
	Create a system that is financially sustainable, transparently operated, and accountable. BIKE SHARE UNDER REVIEW
	Ensure bike share is a safe and convenient mode for users. BIKE SHARE UNDER REVIEW

Goal 5: Integration & Connectivity

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.

OBJECTIVE 1: Improve pedestrian and bicycle network connectivity through the provision of planning guidance, model programs, development code, and other technical assistance.

STANDARD	<p>5.1.1 Provide direct connections, when possible and safe, for bicyclists and pedestrians through on street</p>
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OBJECTIVE 2: Improve access to multimodal connections and destinations for bicyclists and pedestrians through planning, design, prioritization, and coordination.
 Edited at work session √ Nov/8/16

STANDARDS	<p>5.2.1 When designing, extending, or improving pedestrian network and bicycle system, coordinate with transit agencies to ensure that existing and planned transit service is considered in facility design and identify opportunities to remove physical barriers in access to transit and destinations. Edited at work session √ Nov/8/16</p> <p>5.2.2 Build and maintain partnerships with Cities Area Transit agency including its para-transit services and other programs to facilitate network connections with travelers walking or biking and to support first and last mile connections to transit. Focus on: ensuring transit stops are accessible for pedestrians, and bicyclist, including accommodation for mobility devices and the visually impaired, supporting connections to transportation disadvantaged and high-use pedestrian and bicycle areas understanding the demand for bikes and mobility devices on buses including para-transit and dial-a-ride programs. Edited at work session √ Nov/8/16</p>
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Goal 6: Efficient System Management

Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.

OBJECTIVE 1: Provide an efficient and cost effective transportation system.

STANDARDS	<p>6.1.1 Encourage the installation of bike and pedestrian facilities during street repair, renovation, or construction to reduce cost, improve connectivity and ease of access. Edited at work session √ Nov/8/16</p>
	<p>6.1.2 Promote stakeholder’s involvement in coordinated transportation planning and prioritization processes. Edited at work session √ Nov/8/16</p>
	<p>6.1.3 Compare performance of local pedestrian, bicycle and transit systems (bike on racks & other connectivity related programs) to similar communities. Edited at work session √ Nov/8/16</p>

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Goal 7: System Preservation

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

OBJECTIVE 1: Preserve, maintain, and improve the existing bicycle system and sidewalk network.

Edited at work session ✓ Nov/8/16

STANDARDS	7.1.1 Maintain pavement, signal systems, signage, striping and other features of the bicycle system and sidewalk network to a level that permits sidewalk network and bicycle's system movements. Edited at work session ✓ Nov/8/16
	7.1.2 Accurately report the bicycle system mileage that meets the minimum accepted thresholds for ride quality and condition. Edited at work session ✓ Nov/8/16
	7.1.3 Accurately report the sidewalk network mileage that meets the minimum accepted thresholds for accessibility and condition. Edited at work session ✓ Nov/8/16
	7.1.4 Prioritize bicycle system and sidewalk network repairs to meet the minimum accepted thresholds for accessibility and safety conditions. Edited at work session ✓

OBJECTIVE 2: Improve the cost-effectiveness of maintenance and preservation of the existing pavement.

STANDARDS	7.2.1 Maintain pavement, sidewalks, and crosswalks; curb ramps, signal timing, and other features of the sidewalk network and bicycle's system characteristics to a level that permits safe, direct bike and pedestrian movements, and facility continuity.
	7.2.2 Schedule preventative maintenance and overlays before bikeway surfaces are deteriorated.
	7.2.3 Encourage local jurisdictions and NDDOT-MNDOT to provide adequate facilities (such as sidewalks, crosswalks, shoulders, and bike paths/lanes) for pedestrian, bicycle, and non-motorized alongside and on roadways roads -under their jurisdiction- that exceed 4,000 vehicles per day of automobile traffic.
	7.2.4 Include bikeway facility costs into each community's Capital Improvement Program (CIP).

OBJECTIVE 3: Identify as many sources of funding for each proposed improvement included in the GF/EGF MPO plans.
Edited at work session √ Nov/8/16

STANDARDS	7.3.1 Identify financial and fiscal constraints by recognizing all available funding amounts and their sources. Edited at work session √ Nov/8/16
	7.3.2 Identify funding that can be used for operations, maintenance, and preservation of existing bicycle system and pedestrian networks and supporting facilities. Edited at work session √ Nov/8/16

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Goal 8: Safety

Increase safety of the transportation system for motorized and non-motorized uses.

OBJECTIVE 1: Provide safe and well-designed streets and highways to accommodate a variety of users.

STANDARDS	8.1.1 Reduce pedestrian exposure time by minimizing crossing distances, when possible with the construction of bulb outs, pedestrian islands, or other safety countermeasures. Edited at work session √ Nov/8/16
	8.1.2 Provide appropriate lighting at crosswalks, transit stops, high volume pedestrian and bicycle areas, and other locations. Edited at work session √ Nov/29/16
	8.1.3 Where speed has been a contributor to pedestrian or bicyclist crashes or where it is thought to be a significant safety risk factor, use design treatments to improve safety. Edited at work session √ Nov/29/16
	8.1.4 Consider intersection improvements, lane and roadway width, on-street parking, street trees, sidewalks, planting strips, frequency of pedestrian crossings and other street amenities such as bicycle parking and public art that creates a safer and more comfortable walking and biking environment. Edited at work session √ Nov/29/16

OBJECTIVE 2: Educate travelers on the rules of the road to promote understanding of legal rights and responsibilities and how all modes and users can safely and courteously interact with each other.

Edited at work session √ Nov/29/16

STANDARDS	8.2.1 Reach out to audiences in need of targeted education and outreach on rules of the road. Identify existing materials or develop new materials as needed to address targeted audiences and seek creative distribution methods and partnerships to disseminate information to users. Edited at work session √ Nov/29/16
	8.2.2 Educate travelers on the risks of distracted driving, impaired driving, and speeding, with emphasis on safety for bicyclists and pedestrians. Edited at work session √ Nov/29/16
	8.2.3 Research barriers, opportunities, and best practices for safely accommodating skateboarders, rollerbladers, and others who use similar devices on the pedestrian and bicycle system. Edited at work session √ Nov/29/16

OBJECTIVE 3: Continue the development and sustainability of Safe Routes to School-related programs through funding, partnerships, model programs and other technical assistance.

STANDARDS	<p>8.3.1 Build and maintain partnerships with public and private school districts, and other multimodal stakeholders through collaborative efforts to endorse, promote and implement Safe Routes to School Programs. Edited at work session √ Nov/29/16</p>
	<p>8.3.2 In partnership with public agencies inform stakeholders about Safe Routes to School eligible activities such as model projects, programs, policies, and technical materials available through the eligible projects, and other state/federal programs. Edited at work session √ Nov/29/16</p>

OBJECTIVE 4: Encourage pedestrian and bicycle users by supporting personal safety and security.

Edited at work session √ Nov/29/16

STANDARDS	<p>8.4.1 Encourage sufficient safe, secure and convenient bicycle parking at key destinations. Edited at work session √ Nov/29/16</p>
	<p>8.4.2 Support enforcement of local laws and codes for enhancing personal security, such as secure bike parking, street lighting, and intersections. Edited at work session √ Nov/29/16</p>
	<p>8.4.3 Enhance personal security through implementation of well-lit areas, maintained vegetation, adequate opportunities to safe crossings/exits and other mechanisms to enhance visibility of pedestrian and bicycle facilities from the roadway and nearby land uses. Edited at work session √ Nov/29/16</p>

OBJECTIVE 5: Continue to improve/enforce bicycling and walking safety measures on the existing sidewalk network and bicycle's system; particularly in school zones and college campuses.

Edited at work session √ Nov/29/16

STANDARDS	<p>8.5.1 Increase and maintain positive enforcement programs for safe walking and bicycling behaviors, particularly during periods of peak public awareness. Edited at work session √ Nov/29/16</p>
	<p>8.5.2 Continue using the existing ND & MN Department of Transportation bicycle and pedestrian crash databases for analysis, monitoring and implementation of safety improvements. Edited at work session √ Nov/29/16</p>

OBJECTIVE 6: Continue to support the implementation of comprehensive 6E's programs: Education, Enforcement, Encouragement, Equity, Engineering, Evaluation, and other safety related programs targeted to school-age and interested populations.

Edited at work session √ Nov/29/16

STANDARDS	8.6.1 Encourage non-motorized transportation programs that target pedestrians, bicyclists, motorists, and public transit users. Edited at work session √ Nov/29/16
	8.6.2 Continue and expand bikeway and wayfinding signage on existing/future sidewalk and bicycle system. Edited at work session √ Nov/29/16
	8.6.3 Work with local stakeholders to promote sidewalk network and bicycle's system events such as "Bike/Walk to Work/School Day," "Ride-to-Learn" and bicycle safety courses. Edited at work session √ Nov/29/16

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Goal 9: Resiliency

Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

OBJECTIVE 1: Focus on adapting the transportation system to increase resiliency to the current and future impacts of extreme weather.

Edited at work session √ Nov/29/16

STANDARDS	9.1.1 Perform a gap analysis for sidewalk network and bicycle’s system in the region to improve connectivity. Edited at work session √ Nov/29/16
	9.1.2 Maintain the sidewalk network and bicycle system in “a state of good repair” particularly in areas susceptible to flooding and other weather related events. Edited at work session √ Nov/29/16
	9.1.3 Provide a systematic assessment and public notification of areas impacted by severe weather. Edited at work session √ Nov/29/16
	Advance a thorough survey of flood protection and adaptation strategies that may be suitable for different neighborhood types as they relate to the sidewalk network and bicycle’s system. (Next session starts here)

OBJECTIVE 2: Resilient Community

STANDARDS	Consider integrating the sidewalk network and bicycle’s system into a Complete Streets policy.
	Consider building a sidewalk network and bicycle’s system that connects to existing transportation systems.

OBJECTIVE 3: Identify and incorporate state and regional emergency, evacuation, and security plans into transportation plans and TIP project selection.

STANDARDS	Enhance and complement existing emergency, evacuation, and security plans by proposed improvement projects.
	Develop an implementation plan that responds to various disaster events that might occur within the region including evacuation routes and contingency planning.

OBJECTIVE 4: Improve incident management response within the GF/EGF MPO area.

STANDARDS	Develop agreed upon alternate routes for arterials, including Interstates and State Highways to promptly and efficiently manage roadway incidents, including those affecting bicyclist and pedestrians.
	Utilize Intelligent Transportation Systems to inform public of incidents and potential detours.
	Have local leaders, and applicable employees undergo traffic incident management training.
	Review and update internal safety and security manuals and training.

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Goal 10: Tourism

Enhance travel and tourism.

OBJECTIVE 1: Establish partnerships to cooperate with, and disseminate public art information, foster pedestrian and bicycle tourism activities, such as the “Grand Loop” and its connection to Downtown to benefit the region’s economy and that of individual communities and areas within the Planning region.

STANDARDS	Develop and enhance partnerships with public agencies and private organizations such as (ND/MN)/ Greater Grand Forks Convention & Visitors Bureau, Downtown Economic Development, local bicycle shops and related community groups to stimulate tourism and economic development through collaborative efforts to educate communities about opportunities to encourage pedestrian and bicycle tourism.
	Encourage the development and dissemination of information on pedestrian and bicycle tourist activities, such as maps, websites, and other collateral materials promoting routes, scenic areas, tours, etc.
	Identify the potential for historic or other bicycling and walking tours within communities and promote bicyclist and pedestrian tourism.
	Promote existing sidewalk network and bicycle’s system programs (for example, bringing your bike to visit) and share best practices from other state (s) or local communities, including examples of programs and communities that have successfully linked tourism, and economic development with walking and biking.

OBJECTIVE 2: Encourage tourism by providing appropriate connectivity to local and regional facilities designed to attract tourists and to enhance the appeal of tourist destinations across the planning region.

STANDARD	Define priority networks for all modes based on connectivity and access to destinations and integrate the networks into decision-making.
	Create a comprehensive online board, including web-based applications to gather, identify routes, and to provide information on pedestrian and bicycling opportunities in the Greater Grand Forks Area.
	In cooperation with relevant agencies, develop educational activities and supporting materials to promote the importance of bicycling and pedestrian tourism, and opportunities available to participate.
	Identify the potential for establishing biking and walking tours within historical communities and promote pedestrian and bicycle tourism.