City Of East Grand Forks
Planning And Zoning Commission

600 DeMers Avenue * East Grand Forks, MN 56721
(218) 773-0124 * (218) 773-2507 * nellis@egf.mn

AGENDA

THURSDAY, December 8th, 2016 – 12:00 P.M.
EAST GRAND FORKS CITY HALL TRAINING ROOM
***** Please attend and have some UpNorth Pizza and Holiday Cookies*****

MEMBERS

Boushey _____ Christianson _____ DeMers _____ Erickson _____
Marcott _____ Powers _____ McWalter _____

A. CALL TO ORDER

B. CALL OF ROLL

C. DETERMINATION OF A QUORUM

D. COMMUNICATION:

1. Information on the Transit Development Plan Update

E. APPROVAL OF MINUTES

1. Matter Of Approval Of The November 10th 2016, Meeting Minutes Of The East Grand Forks Planning Commission

F. OLD BUSINESS

1. Bike and Pedestrian Plan Update……..Viafara

G. NEW BUSINESS

None.

H. OTHER BUSINESS

None.

I. ADJOURNMENT

Randy Boushey, Gary Christianson, Marc DeMers, Chad Erickson,
Kevin Marcott, Mike Powers, and Niel McWalter

GRAND FORKS TRANSIT DEVELOPMENT PLAN UPDATE

PUBLIC INFORMATIONAL PACKET NOVEMBER 23, 2016

PUBLIC INPUT – ROUND #2

- Public Open Houses
  - December 7th – 10:00 to 2:00 PM
    - UND Memorial Union – Main Level
    - Metro Transit Center
  - December 8th – 4:30 to 6:30 pm
    - Grand Forks City Hall – Council Chambers

More information available at:
www.theforksmpo.org/pages/transitdevplan.html

Comments on the TDP will be accepted until December 23rd, 2016.

Comments can be provided by email to teri.kouba@theforksmpo.com

KEY ISSUES REVIEW

ISSUES FRAMEWORK

Community Support
- 2045 Grand Forks and East Grand Forks Land Use Plan
- High Frequency System Needs (Bus Rapid Transit)
- Greater Investment from MnDOT and East Grand Forks for expanded transit services

System Interface
- Marketing and Information
- Reputation and Image
- Fare Media

System Performance and Operations
- Designated Stops and Layovers
- On-Time Performance
- Transit Signal Priority System Evaluation

System Effectiveness
- Productivity
- Transfer Demand (System Connectivity)
- Greater Minnesota Transit Investment Plan Performance Measures

Balancing System Needs
- New Service Areas
- Frequency of Service
- Route Connectivity
- Sunday Service
- Evening Service

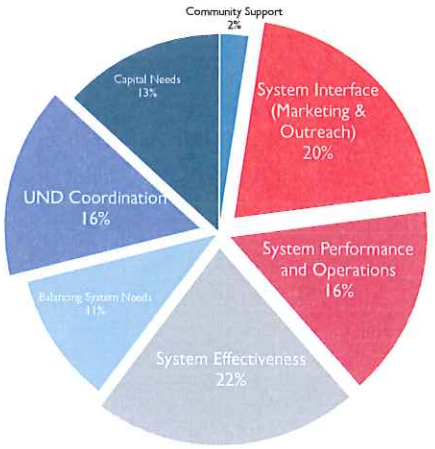
UND Coordination
- Perceptions of CAT Service
- Existing University Transit System Alignments
- Operational Analysis

Capital Needs Evaluation
- Vehicle Inventory
- Cities Area Transit Garage
- Bus Stop Amenities

PRIORITIZED SYSTEM ISSUES

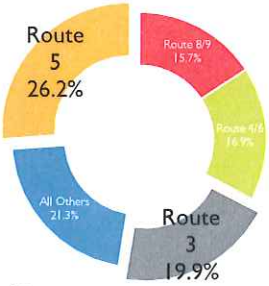
- Study Review Committee evaluated and prioritized System Issues.
- Top 4 Prioritized Issues:
  - 1) System Effectiveness
  - 2) Marketing & Outreach
  - 3) Performance & Operations
  - 3) UND Coordination
- Prioritized List Assists with developing future system investments

Prioritized System Issues

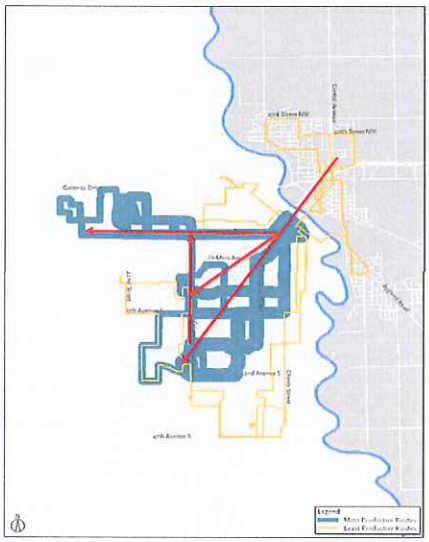


SYSTEM EFFECTIVENESS

- Four routes/route pairs generate nearly 80 percent of CAT ridership
- Route 3 & 5 account for nearly 50% of system ridership
  - Only Routes with 30 minute headways



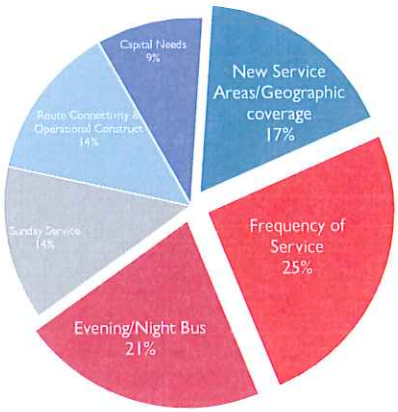
- Remaining 10 Routes account for other 50% of ridership
  - Balance of system 60 minute headways



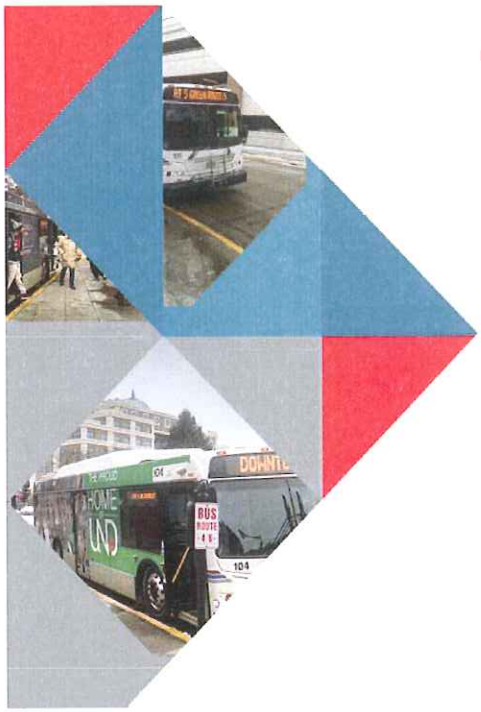
BALANCING SYSTEM NEEDS

- Study Review Committee Established Initial Prioritization of System Investment Needs based on Issues Analysis

System Investment Priorities



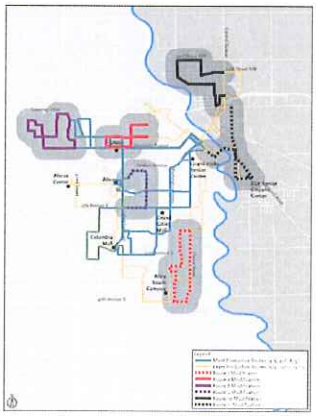
- Top three priorities
  - 1) Frequency of Service
  - 2) Evening Service
  - 3) Improve Service Areas/Coverage
- Assist in developing initial system improvements



PRELIMINARY ROUTE MODIFICATIONS & NEW ROUTE CONCEPTS

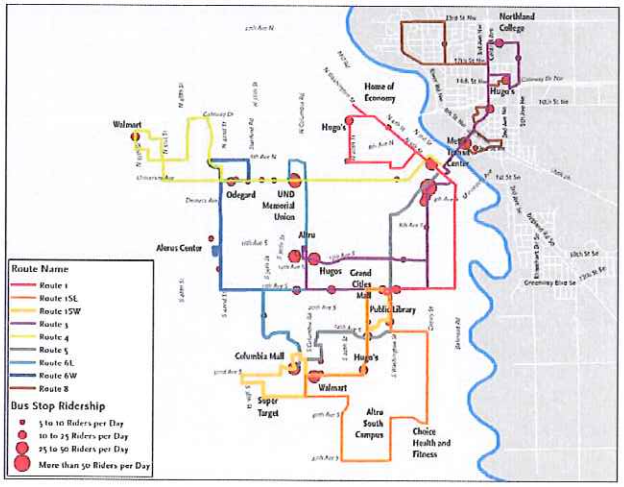
PRELIMINARY ROUTE EVALUATION

- Route 1/2
  - Consolidate southern portion into another route
  - Run through Grand Cities Mall
  - Eliminate UND
  - Shorten to Home of Economy/Hugo's
- Route 3
  - Create "crosstown" connection from East Grand Forks to Altru
- Route 5
  - Streamline to address on time performance
- Route 4/6
  - Make one route
  - Quick connection from downtown to UND
  - Assume portions of 8 (west of UND) by extended to Wal-Mart on Gateway Drive
- Route 8
  - Consolidate west of UND into Route 4/6
  - Develop new route on Columbia Road (UND to Columbia Mall)
- Route 10/11 (East Grand Forks)
  - Connect productive segment into new cross-town route
  - Connecting easily to UND, Altru and Columbia Mall
  - Develop "internal" EGF Circulator
- Route 12/13
  - Complete restructure
  - Reallocate resources
    - E.g. Columbia Mall to UND (via Columbia Road & 42nd Street)
    - Develop New south town route (interline with new Route 1)



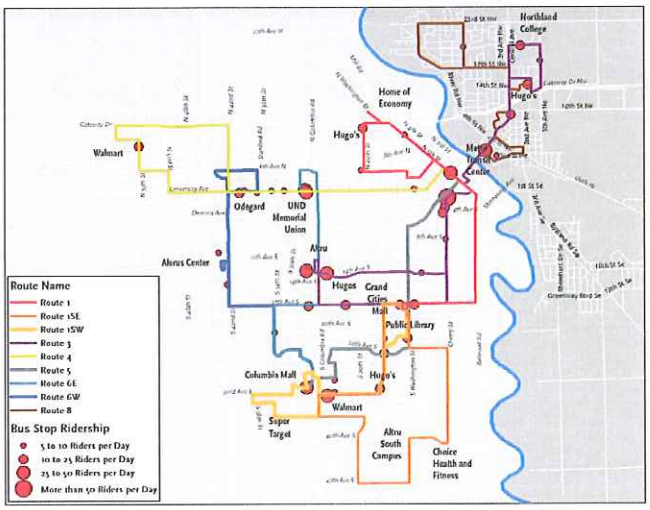
PROPOSED ROUTE STRUCTURE – FINANCIAL CONSIDERATIONS

- Proposed Route Structure Scalable to Future Level of Service Needs
  - ***Cost Neutral Scenario***
    - Improved Route Structure
    - Reduction to 60 minute headways
      - UND/University Avenue
      - Altru/Route 3
  - ***Cost + Scenario***
    - ***Recommended for Purposes of 2nd Public Input Phase***
    - Improved Route Structure
    - Maintains 30 Minute Headways to key destinations: Altru, UND, North to South Connection (Route 1)



PROPOSED ROUTE STRUCTURE – OVERVIEW (DAY)

- Route 1: Hugo's/Grand Cities
- Route 1: SE & SW – South town Loops
- Route 3: East Grand Forks – Altru Crosstown
- Route 4: UND – Walmart
- Route 5: Downtown – Columbia Mall
- Route 6W: Columbia Mall/UND (Via Columbia Road)
- Route 6E: Columbia Mall/UND (via 42nd Street)
- Route 8 (EGF Circulator)



FINANCIAL ANALYSIS – DAY SERVICE
COST NEUTRAL

- Cost Neutral Scenario amounts to a reduction in service hours 541 hours
  - Primarily due to system balancing and restructuring
- ***Grand Forks*** = Reduces service by 900 revenue hours Total new Cost = $(85,500)
- ***East Grand Forks*** = 359 New Hours of Service
  - New Operational Cost = $34,105
  - New 35' Bus needed for proposed Route 3
    - Total new capital cost = $400,000
  - Total for EGF = $434,105

Fixed Route Alternatives - Day Service			
Existing Condition			
	Total	GF	EGF
Revenue Hours	24,409	21,096	3,313
Peak Vehicles	7	6	1
Proposed Day Route Structure (Cost Neutral)			
	Total	GF	EGF
Revenue Hours	23,868	20,196	3,672
Peak Vehicles	8	6	2
New Investment		GF	EGF
Revenue Hours	-541	-900	359
New Operating Cost ($95/hr)		($85,500)	$34,105
Vehicles		CAT has adequate fleet capacity for proposed operations.	1
New Capital Cost			$400,000
Total New Cost (Day)		-$85,500	$434,105

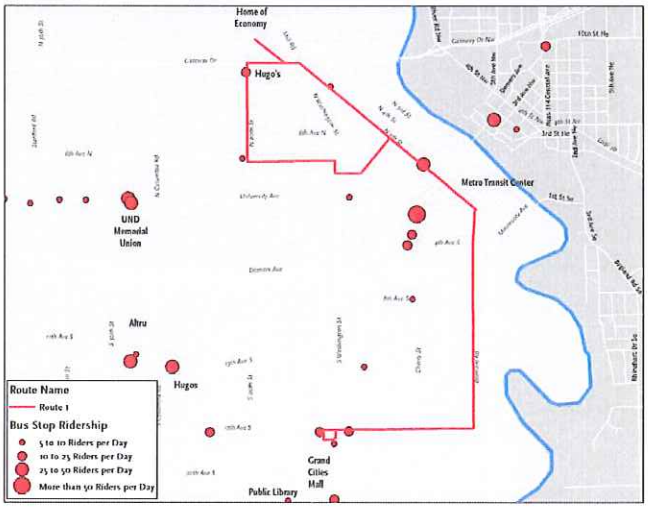
FINANCIAL ANALYSIS – DAY SERVICE
COST + (RECOMMENDED)

- New Investment to support recommended service plan adds 2,495 new revenue hours of service (System wide)
- ***Grand Forks*** = 1,377 New Hours of Service
  - Total new Cost = $130,815
- ***East Grand Forks*** = 1,118 New Hours of Service
  - New Operational Cost = $106,210
  - New 35' Bus needed for proposed Route 3
    - Total new capital cost = $400,000
  - Total for EGF = $506,210

Fixed Route Alternatives - Day Service			
Existing Condition			
	Total	GF	EGF
Revenue Hours	24,409	21,096	3,313
Peak Vehicles	7	6	1
Proposed Day Route Structure (Cost +)			
	Total	GF	EGF
Revenue Hours	26,904	22,473	4,431
Peak Vehicles	8	6	2
New Investment		GF	EGF
Revenue Hours	2,495	1,377	1,118
New Operating Cost ($95/hr)		$130,815	$106,210
Vehicles		Assumes CAT has adequate fleet capacity to sustain proposed operations.	1
New Capital Cost			$400,000
Total New Cost (Day)		$130,815	$506,210

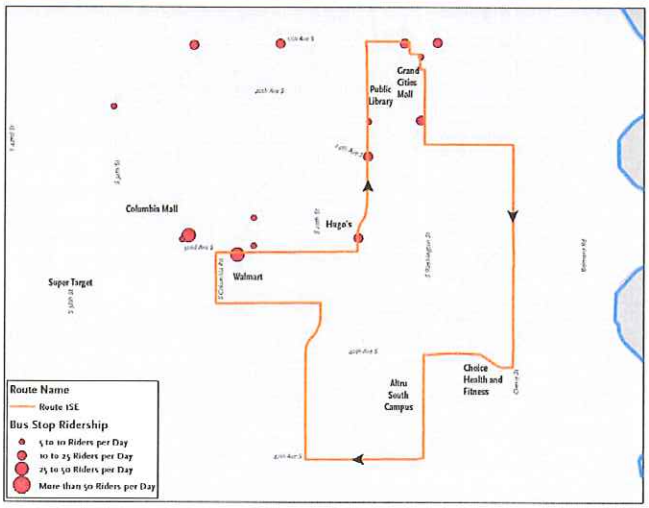
PROPOSED ROUTE 1

- Consolidates portions of existing Route1/2
- ***Cost Neutral*** = 30 minute headways
- ***Cost +*** = 30 minute headways
- Northside to Grand Cities connection to south end
- Connection to 32nd Avenue & Columbia Mall with Interline to 1SW & 1SE



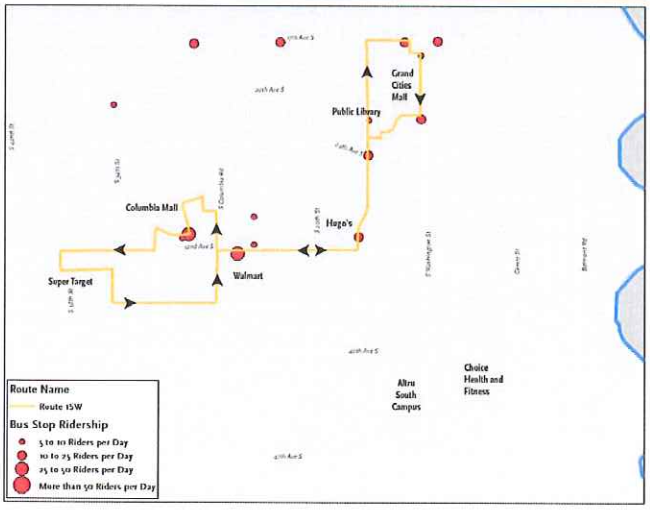
PROPOSED ROUTE 1SE

- Replaces part of Route 1 and 13
- ***Cost Neutral*** = 60 minute headways
- ***Cost +*** = 60 minute headways
- Interline with Route 1
- Connections to Altru South, Walmart, Hugo's and Grand Cities



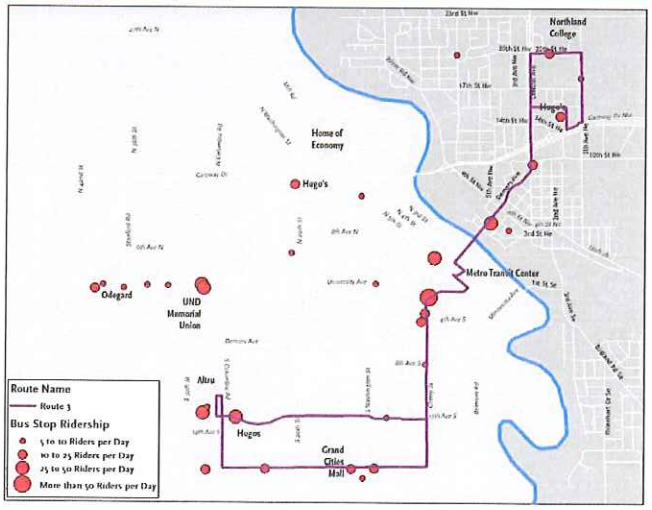
PROPOSED ROUTE 1SW

- Replace part of Route 5 & 8
- Grand Cities connection to Columbia Mall and 32nd Avenue retail corridor
- ***Cost Neutral*** = 60 minute headways
- ***Cost +*** = 60 minute headways
- Interline with Route 1



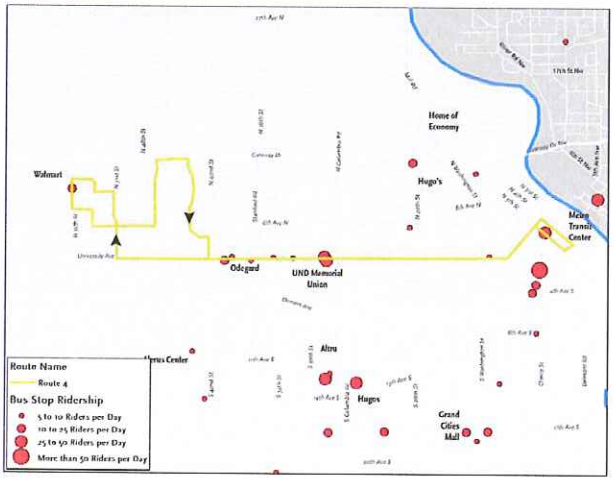
PROPOSED ROUTE 3

- Combines Route 3, and parts of 10 and 11
- EGF to Altru Crosstown connection with Grand Cities Transfer
- ***Cost Neutral*** = 60 Minute headways
- ***Cost +*** = 30-minute headways (peak); 60 minute off peak
- Removes need for transfer at MTC for EGF riders
- EGF pays 50% of route



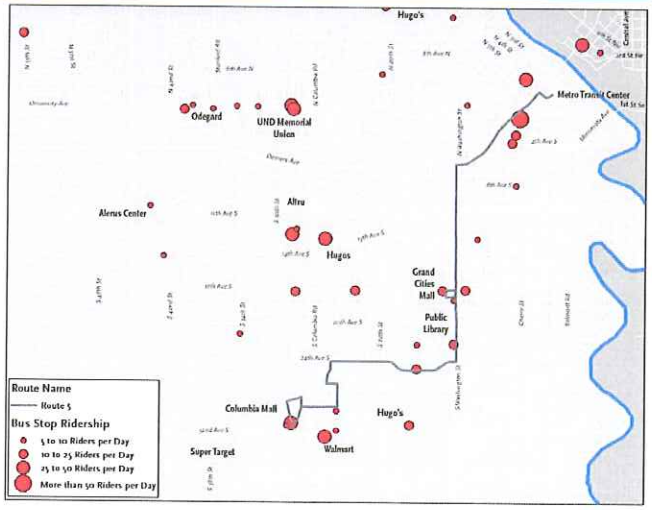
PROPOSED ROUTE 4

- Assumes portions of Route 4/6 & Route 8
- Provides Downtown-UND - Walmart connection along University Avenue
- ***Cost Neutral*** = 60 Minute headways
- ***Cost +*** = 30-minute headways (peak); 60 minute off peak
- New Walmart stop



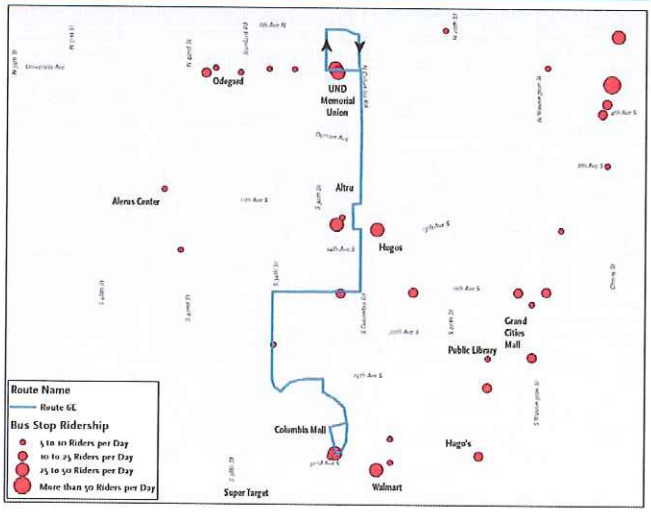
PROPOSED ROUTE 5

- Streamlined Existing Route 5 - Downtown to Columbia Mall
- ***Cost Neutral*** = 30 minute headways
- ***Cost +*** = 30 minute headways
- Transfer to Route 1SE/SW at Grand Cities & 6E/6W at Columbia Mall



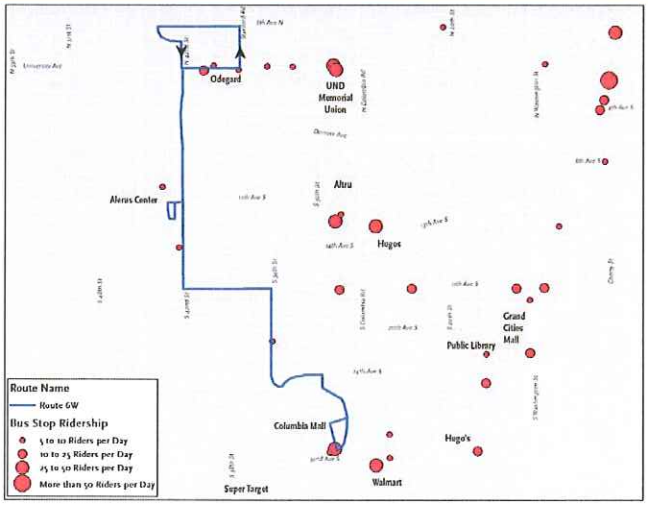
PROPOSED ROUTE 6E

- Assumes portions of Route 8/9
- UND – Altru - Columbia Mall
- ***Cost Neutral*** = 60 minute headways
- ***Cost +*** = 60 minute headways
- Interline with 6W



PROPOSED ROUTE 6W

- Assumes portion of Route 12
- Columbia Mall – Alerus - UND
- Adds new north-south connection to UND via 42nd
- ***Cost Neutral*** = 60 minute headways
- ***Cost +*** = 60 minute headways
- Interline with Route 6E

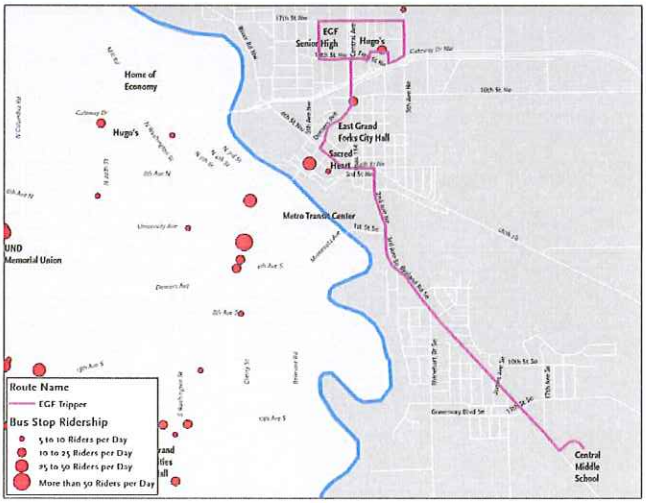


PROPOSED ROUTE 8

- Assumes portions of Route 10/11
- EGF Circulator Route
- System Transfer with Route 3 at Hugo's
- ***Cost Neutral*** = 60 minute headways
- ***Cost +*** = 60 minute headways

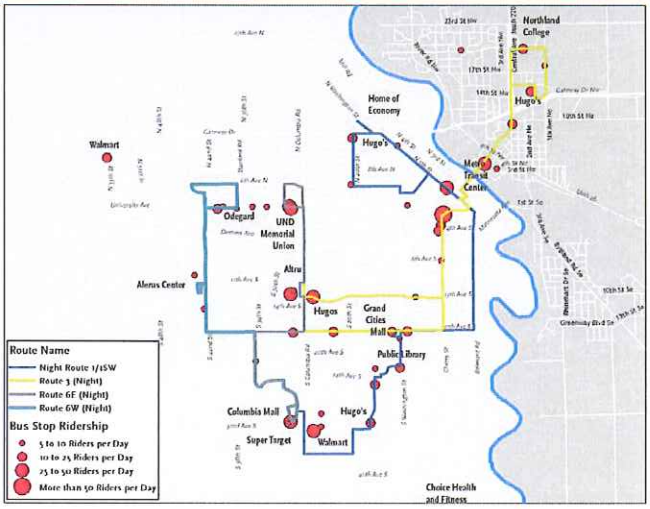
EAST GRAND FORKS TRIPPER

- Potential "Tripper Service"
- 30 minute headway
- Connect key destinations such as schools and other community destinations
- Not currently included in preliminary financial analysis



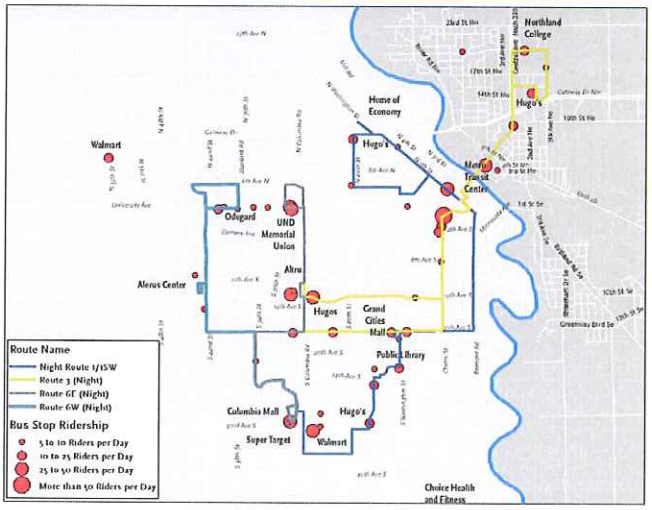
PROPOSED NIGHT ROUTES

- Improve evening mobility &
- Mirror day routes for system conformity
  - ***Route 1/1SW:*** Hugo's/Grand Cities and South Town West
  - ***Route 3***: East Grand Forks – Altru Crosstown
  - ***Route 6W***: Columbia Mall/UND
  - ***Route 6E***: Columbia Mall/UND
- EGF assumes cost for one 60 minute route (likely Route 3)



PROPOSED NIGHT ROUTES
COST NEUTRAL VS. COST +

- ***Cost Neutral***
  - Route 1/1SW – 2 Runs (120 minute headways)
  - Route 3 – 4 Runs (60 minute headways)
  - Route 6W – 2 Runs (120 minute headways)
  - Route 6E – 2 Runs (120 minute headways)
- ***Cost +***
  - Route 1/1SW – 4 Runs (60 minute headways)
  - Route 3 – 4 Runs (60 minute headways)
  - Route 6W – 4 Runs (60 minute headways)
  - Route 6E – 4 Runs (60 minute headways)



FINANCIAL ANALYSIS – NIGHT SERVICE
COST NEUTRAL

- New Investment to support recommended service plan adds 1,220 new revenue hours of service
- ***Grand Forks*** = 0 New Revenue Hours
  - Improved Evening Route Structure
  - Total new Cost = $0
- ***East Grand Forks*** = 1,220 New Hours of Service
  - Total new cost = $115,900

Fixed Route Alternatives - Evening Service			
Existing Condition			
	Total	GF	EGF
Revenue Hours	1,220	1,220	0
Peak Vehicles	1	1	0
Proposed Evening Route Structure (Cost Neutral)			
	Total	GF	EGF
Revenue Hours	2,440	1,220	1,220
Peak Vehicles	3	2	1
New Investment		GF	EGF
Revenue Hours	1,220	0	1,220
New Operating Cost ($95/hr)		$0	$115,900
Vehicles		Assumes CAT has adequate fleet capacity to sustain proposed evening operations.	
Cost			
Total New Cost (Evening)		$0	$115,900

FINANCIAL ANALYSIS – NIGHT SERVICE
COST +

- New Investment to support recommended service plan adds 2,440 new revenue hours of service
- ***Grand Forks*** = 1,220 New Hours of Service
  - Improved Evening Route Structure
  - Total new Cost = $115,900
- ***East Grand Forks*** = 1,220 New Hours of Service
  - Total new cost = $115,900

Fixed Route Alternatives - Evening Service			
Existing Condition			
	Total	GF	EGF
Revenue Hours	1,220	1,220	0
Peak Vehicles	1	1	0
Proposed Evening Route Structure (Cost +)			
	Total	GF	EGF
Revenue Hours	3,660	2,440	1,220
Peak Vehicles	3	2	1
New Investment		GF	EGF
Revenue Hours	2,440	1,220	1,220
New Operating Cost ($95/hr)		$115,900	$115,900
Vehicles		Assumes CAT has adequate fleet capacity to sustain proposed evening operations.	
Cost			
Total New Cost (Evening)		$115,900	$115,900

FINANCIAL ANALYSIS – FULL SYSTEM
COST NEUTRAL

- Total new system investment = 679 new revenue hours
- ***Grand Forks*** = Reduction of 900 Service Hours
  - Total new Cost = $(85,500)
- ***East Grand Forks*** = 1,579 New Hours of Service
- Total New Cost = $150,005
  - Total new capital cost = $400,000
  - Total for EGF = 550,005

Fixed Route Alternatives - Summary			
Existing Condition			
	Total	GF	EGF
Revenue Hours	25,629	22,316	3,313
Peak Vehicles	8	7	1
Proposed Day & Night Route Structure (Cost Neutral)			
	Total	GF	EGF
Revenue Hours	26,308	21,416	4,892
Peak Vehicles	8	6	2
New Investment		GF	EGF
Revenue Hours	679	-900	1,579
New Operating Cost ($95/hr)		($85,500)	$150,005
Vehicles		Assumes CAT has adequate fleet capacity to sustain proposed operations.	1 (day route)
New Capital Cost			$400,000
Total New Cost (Day & Night)		-$85,500	$550,005

FINANCIAL ANALYSIS – FULL SYSTEM
COST +

- Total new system investment equals 4,935 new revenue hours
- ***Grand Forks*** = 2,597 New Hours of Service
  - Total new Cost = $246,715
- ***East Grand Forks*** = 2,338 New Hours of Service
  - New Operational Cost = $222,100
  - New 35' Bus needed for proposed Route 3
    - Total new capital cost = $400,000
    - Total for EGF = 622,210

Fixed Route Alternatives -Summary			
Existing Condition			
	Total	GF	EGF
Revenue Hours	25,629	22,316	3,313
Peak Vehicles	8	7	1
Proposed Day & Night Route Structure (Cost +)			
	Total	GF	EGF
Revenue Hours	30,564	24,913	5,651
Peak Vehicles	8	6	2
New Investment		GF	EGF
Revenue Hours	4,935	2,597	2,338
New Operating Cost ($95/hr)		$246,715	$222,110
Vehicles		Assumes CAT has adequate fleet capacity to sustain proposed operations.	1 (day route)
New Capital Cost			$400,000
Total New Cost (Day & Night)		$246,715	$622,110

CAPITAL NEEDS

Vehicle Inventory

- Need to purchase one additional large coach for new Route 3
  - Included in East Grand Forks Cost Neutral and Cost + Assumptions
- Balance of Vehicles needs are programmed through current five year planning horizon

- Cities Area Transit Garage
  - Facility needs near $8.0 Million

- Bus Stops & Shelters
  - Need to realign shelters with higher ridership stops with new route structure (***cost analysis pending***)
  - More formalized transfers sites with new route strucuture (e.g. Grand Cities, etc.)

FINANCIAL ANALYSIS
OPPORTUNITIES TO EXPAND AND ENHANCE

- MnDOT likely to provide ***East Grand Forks*** enhanced service at 85% match
  - Enhanced Day Service = New Local = $6,000
  - New Night Service = New Local = $18,000
- MnDOT to allow ***East Grand Forks*** the capacity to purchase needed transit capital to account for potential new service levels & frequency
  - New Large Coach = New Local = $60,000
  - Potential non-Federal local match partnership with Grand Forks
- ***Grand Forks*** needs to identify nearly $260,000 in revenue to advance potential system expansion and enhancement
  - 50% funded through FTA
  - Potential expanded "U Pass" Program with UND to assist with unlimited ride program and potentially sharing in "improved" service through campus.
  - Reopen discussions with private student housing providers for cost sharing.
  - Target a 10% reduction/streamline in Demand Response costs to focus on Fixed Route system.

EAST GRAND FORKS
REGULAR
PLANNING COMMISSION MINUTES
Thursday, November 10, 2016 – 12:00 Noon
East Grand Forks City Council Chambers

CALL TO ORDER

Chairman Mike Powers called the November 10, 2016, meeting of the East Grand Forks Planning Commission to order at 12:05 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: Chairman Mike Powers Commissioners Gary Christianson, Randy Boushey, Marc DeMers, Chad Erickson and Kevin Marcott

Absent: Commissioner Niel McWalter

Guest(s) present: Dan Boyce and Keith Mykleseth, Water & Light; Paul Gorte, Economic Development Director; Roger Scheving and Beau Scheving.

Staff present: Nancy Ellis, East Grand Forks City Planner; Brenda Ault, Executive Assistant, David Murphy, City Administrator and Ron Galstad, City Attorney.

DETERMINATION OF A QUORUM

A quorum was present.

COMMUNICATION

CP Ellis reminded the Commission that Niel McWalter had moved and resigned his position with the Planning & Zoning Board. She is searching for someone qualified to be appointed in January to replace him. She also stated that someone who had recently moved into the area from Granite Falls had stopped by the office. He served on the Planning Commission there and is interested in serving on the Commission here. She will be in contact with him.

APPROVAL OF THE MINUTES OF THE October 13, 2016, REGULAR MEETING:

A Motion was made by Commissioner Boushey, Seconded by Commissioner Marcott approve the minutes from the October 13, 2016 Regular Meeting. M/S/P- Boushey, Marcott; 6-0, mc.

OLD BUSINESS

None

NEW BUSINESS

PUBLIC HEARING: Matter of Consideration to Approve a Variance for Beau and Kristen Scheving for Lot 14, Block 2 Garden Valley Addition to reduce the front yard setback to less than 30 feet for a porch on the front of their duplex.

A Motion was made by Commissioner Christianson, was seconded by Commissioner Erickson to open to a Public Hearing. M/S/P- Christianson, Erickson; 6-0, mc.

CP Ellis informed the Commissioners that this was old business; but because of a discrepancy in mailing the City Council had sent the issue back to the Commission to rehear the matter.

President Powers invited the applicants to speak to the group. Roger Scheving addressed the Commissioners. He stated that he had went to get a building permit to take an old porch off the front and replace it on a duplex that needs a lot of work. He also had added a 2nd door to the front, replaced windows and was doing some shingling. When he went in for the permit, he was denied. He asked for a variance and she would not give him a variance. So he went to talk to Ron Galstad, the City Attorney who told him CP Ellis would be contacting him. When she didn't contact him, he started the project. A few days later a couple guys came to the site and informed him that he needed a permit. He has talked to his neighbors and none of them have a problem with it. He also stated that if Ron Galstad hadn't called him and told him the issue was going to the City Council that evening he wouldn't have known about it. He did not receive any notice of the hearing.

Commissioner Boushey stated that to be fair to CP Ellis; she does not have the authority to issue a variance; it would need to come from the Planning Commission and then be approved by the City Council.

Commissioner Christianson stated that he should have known he couldn't move forward without a permit.

CP Ellis stated that the notice was sent to Beau and Kristen Scheving because the City policy is to send it to whomever Polk County has listed as the tax payers on the property. She also clarified that Roger Scheving had come in for another permit in April

and that was granted with no issues. The problem arose when he had a porch listed on the permit application. A porch is something with a roof and he does not have enough setback room to accommodate a porch. The other items on the application; windows, doors, shingles would have been granted a permit. And to address the issue he has that he wasn't given a variance or the application; it is on the city website and available at any time.

A Motion was made by Commissioner Christianson, was seconded by Commissioner Boushey to close the Public Hearing. M/S/P- Christianson, Boushey; 6-0, mc.

Commissioner Boushey stated that Mr. Scheving should have gone through the proper channels. The permit for the windows, doors and other projects would have been issued without the porch on the application. The roof on the porch should not have been done without the permit.

CA Galstad informed the Commissioners that the statue outlines the process for a variance. This is based on City Code Section 152.079 (D) (1) which requires a 30-foot front yard building setback. Based upon case law; the variances must satisfy all three of the analysis required by the state. When Mr. Scheving came to see him, he referred him to CP Ellis and then drove out to look at the property. He then wrote him a letter to outline the process and notified him when the issue was to go to the City Council.

Commissioner Boushey stated that CP Ellis had done the steps correctly, the application was not approved; so what are the steps to be taken now? He doesn't want people to not want to move to East Grand Forks and would like to be reasonable with variance applications.

CA Galstad stated that the Commissioner's could impose a fine, deny the variance application and then if the City Council did not override the issue; Mr. Scheving could take the issue to district court. And as far as the neighbor's approving that does usually not sway the State's position if the points aren't met.

City Administrator Murphy informed the Commissioner's that this type of situation had come up in the city he had worked for before he came to East Grand Forks, so he has had experience with this issue. He would like some things taken down for the record.

1. Mr. Scheving did not take the proper steps. A letter was sent to Beau & Kristin Scheving because they are the registered property owners with Polk County.
2. The City did not receive the notice back, so it was delivered.
3. CP Ellis had listed the requirements for a variance and in his experience if those requirements are not met, the State does not grant the variance.

CP Ellis stated that for the record; small roofs over the doorway would be allowed. But once that full roof was attached to the house it made in non-conforming. A deck for a walkway would be allowed without the roof.

Commissioner Christianson stated that he has a real problem with people not following the proper steps and then asking for forgiveness, rather than permission. He would recommend denying this application.

Commissioner Demers stated that it is important to accommodate the citizens and to be reasonable when possible, but neighborhood ascetics shouldn't apply. The purpose of ordinances is to allow for fairness with its entirety. There could be ramifications to future decisions if they approve this one. The reason for variances in the past is highly subjective; so the benefit of this group is to walk through the steps in an open hearing. He would like CP Ellis to go through the analysis for the group.

CP Ellis stated that the Planning Commission should make its recommendation based on the following three factors test for the "practical difficulties" legal standpoint.

The first factor is that the property owner proposed to use the property in a reasonable manner. Staff Comment; the use is reasonable for the zoning of the property and the size and shape of the property. The request to vary from the front setback is not reasonable in that if they were told that they could have a small landing and stairs to each driveway but no roof when they came in and applied for the permit. They continued to build without a permit.

The second factor is that the landowner's problem is due to circumstances unique to the property not caused by the landowner. The uniqueness generally relates to the physical characteristics of the particular piece of property. Staff Comment; there are no conditions unique to the property for which the variance is sought. Their unfamiliarity with code requirements is not unique to the land.

The third factor is that the variance, if granted, will not alter the essential character of the locality. Under this factor, consider whether the resulting structure will be out of scale, out of place or otherwise inconsistent with the surrounding area. Staff Comment; This building and request will not alter the character of the area and the structure will fit in with surrounding uses. It will not be out of scale or out of place.

Other items to consider are;

1. Is the variance in harmony with the purposes and intent of the ordinance? No, the intent of the Ordinance is to keep all structures setback a minimum distance from the front lot lines so as to maintain a consistent look and feel. With other options available to the applicants that would not require a variance. The request does not meet the criteria.
2. Is the variance consistent with the comprehensive plan? Yes, the variance does not change the current use of the property, and as such, is consistent with the Comp Plan.

3. Does the proposal put the property to use in a reasonable manner? Yes, the use is reasonable.
4. Are there unique circumstances to the property not created by the landowner? No.
5. Will the variance, if granted, meet the practical difficulties test as opposed to a mere inconvenience? No, neither the physical surroundings, nor shape of topographical conditions of the parcel present a practical difficulty to following city code. Removing the roof on this project is an inconvenience and not a practical difficulty.

Staff recommendation is to deny this variance to reduce the 30-foot rear yard setback for a roofed landing/stairway. A building permit can be issued without the porch/roof.

A Motion was made by Commissioner Christianson, was seconded by Commissioner Demers to deny the variance request. M/S/P- Christianson, Demers; Roll Call Vote; Erickson N, Christianson Y, Boushey N, Demers Y, Marcott Y, Powers Y; 4-2; mc.

This item will be on the Agenda for the City Council Meeting, November 15th at 5:00pm.

PUBLIC HEARING: Matter of Consideration to Approve a Variance for the City of East Grand Forks to allow for residential access for 5 properties located on the north side of 23rd St NW on a Medium Priority Roadway

A Motion was made by Commissioner Christianson, was seconded by Commissioner Erickson to open to a Public Hearing. M/S/P- Christianson, Erickson; 6-0, mc.

Commissioner Christianson inquired who had instituted the variance request; because he has a real problem with the City making those changes to get State funds to fix the road and then to come back and request a variance.

A Motion was made by Commissioner Demers, was seconded by Commissioner Christianson to close the Public Hearing. M/S/P- Demers, Christianson; 6-0, mc.

CP Ellis informed the Commissioners that the property was platted in 2004 with the easements shown on the plat in the packet. The reason for the variance is due to the reconstruction of one mile of 23rd St NW, from River Road to Trunk Highway 220. The existing roadway was a rural section, with a ditch on the north and south sides of the road. The past construction made the roadway an urban section with concrete curb and gutter.

In October of 2007, the classification of this street section changed from a low priority street which allows street intersections be at least 660' apart with no residential accesses to a medium priority street. This results in a 660 foot requirement for spacing of intersections and driveways. The City is requesting a variance of access spacing for

driveways that were platted on the original Waters Edge 1st Addition Plat. However, the lots have not been developed and the driveways were not installed when the street was reconstructed into an urban road.

EDD Gorte stated that that without access to those lots, there would be no sale. He would have to discuss with the City Council at that point how to replenish those funds to other EDA programs; such as the $5000 incentive grant, the two year tax abatements, etc. The assessments on those lots would have to be paid as well.

Commissioner Christianson inquired who actually was asking and who owns the lots. If it was the City they should have been aware that no access to those 5 lots may cause a problem. EDD Gorte stated the property is owned by the City and managed by the Economic Development Authority.

President Powers invited Dan Boyce, Water & Light Superintendent, to speak to the group. Boyce stated that they would have a high cost to install water and sewer to those homes because they would have to cross the gas lines. This would be at a cost to the Light and Water Department which they would pass on to those property owners.

CP Ellis stated that she is recommending approval of this variance.

Commissioner Demers stated that things change. The lots were platted with one set of rules and they now conform to the 2nd set of rules. We have an access management plan in place for a reason.

Commissioner Erickson stated that they were already platted and questioned whether they would be grandfathered in; he would like to follow the process followed with other properties like this situation.

CP Ellis stated that state funds were used and the road can't change back to a low access road, so they would also need a variance to access the lots.

Keith Mykleseth, Water & Light stated that he wanted to be clear so he understands the process. What obligation would you have for people who purchase those lots and expenses encountered when the construction begins?

EDD Gorte stated that they would have something recorded about the extra ordinary costs involved in developing those lots.

A Motion was made by Commissioner Boushey, was seconded by Commissioner Erickson to approve the recommendations by CP Ellis as stated above. M/S/P- Boushey, Erickson; Roll Call Vote; Erickson Y, Christianson N, Boushey Y, Demers N, Marcott Y, Powers Y; 4-2; mc.

ADJOURNMENT

A Motion was made by Commissioner Marcott to adjourn the meeting, was seconded by Commissioner Erickson; meeting adjourned at 1:20pm.

Respectfully submitted by,

Brenda Ault
Executive Assistant

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 √ 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 √ Oct 11/16

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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 √ Oct 11/16
	2.1.5 Ensure that existing street lighting improves pedestrian visibility and personal security. Added as per Stakeholder's input √ 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 √ Oct 11/16

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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 *Level of Traffic Stress Analysis*. 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

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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").

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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	**5.1.1** Provide direct connections, when possible and safe, for bicyclists and pedestrians through on street

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	**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
	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

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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	**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
	6.1.2 Promote stakeholder's involvement in coordinated transportation planning and prioritization processes. Edited at work session √ Nov/8/16
	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

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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).

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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 bulbs 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

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

STANDARDS	**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
	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

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

Edited at work session √ Nov/29/16

STANDARDS	**8.4.1** Encourage sufficient safe, secure and convenient bicycle parking at key destinations. Edited at work session √ Nov/29/16
	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
	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

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	**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
	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

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

DRAFT

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.

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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**.**

DRAFT

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.

DRAFT

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.

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- 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.

DRAFT

- 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 he 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

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- 20th st/32nd Ave? Bike path
- Pendentlon/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.

DRAFT

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.

DRAFT

- 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

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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.

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- 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 sucess 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

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