WELCOME!

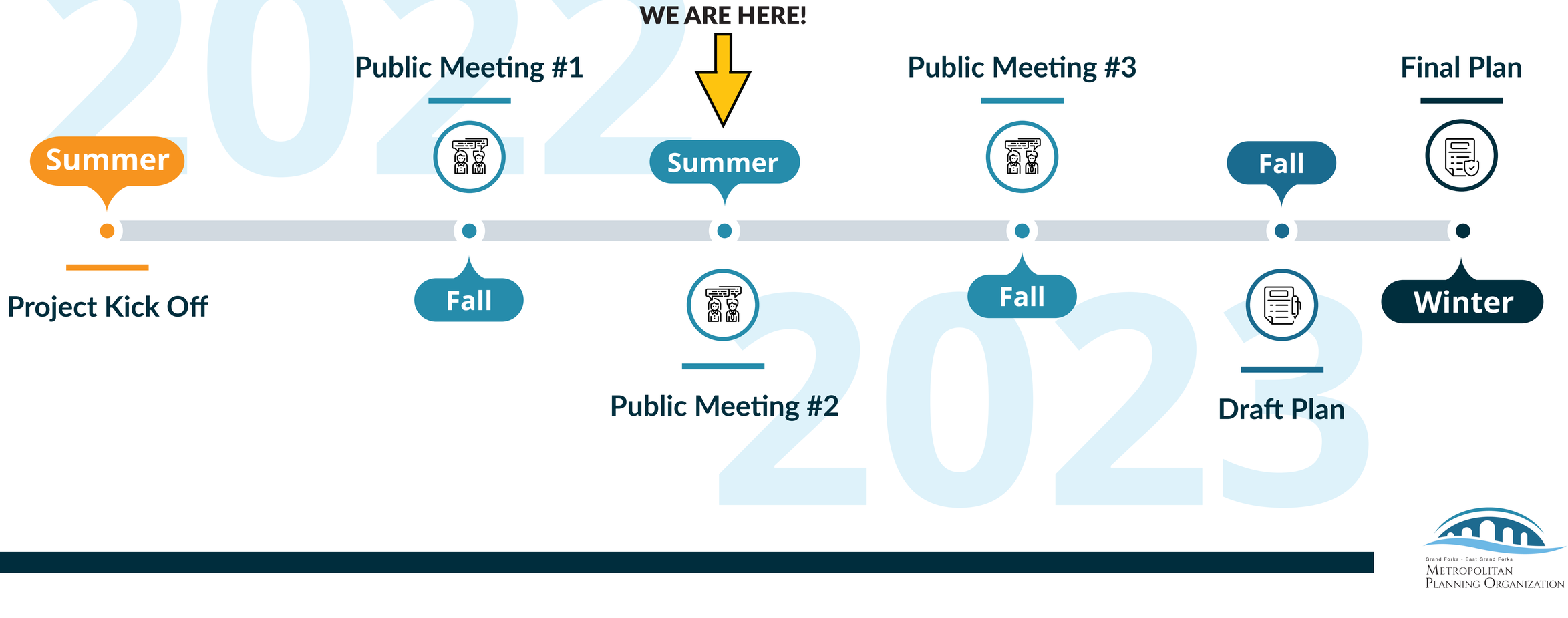
PUBLIC INFORMATION OPEN HOUSE

JUNE 21, 2023 | 4 - 6 PM

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

PLAN DEVELOPMENT TIMELINE

Over the past few months, we have gathered data and conducted analyses to understand how the transportation system operates today. During the next few months, we will develop strategies to address the current system's deficiencies and gather public feedback on how well they align with the community's vision for the future of transportation in the Grand Forks-East Grand Forks Area.



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MEETING #1 RECAP

The first public open house for the Street and Highway Plan Update was held at the Campbell Library in East Grand Forks on the evening of Thursday, November 3, 2022.

The purpose of the meeting was to inform residents of the plan development process, provide residents with an opportunity to offer input on transportation needs and issues, and identify plan goals and direction.

Key Themes

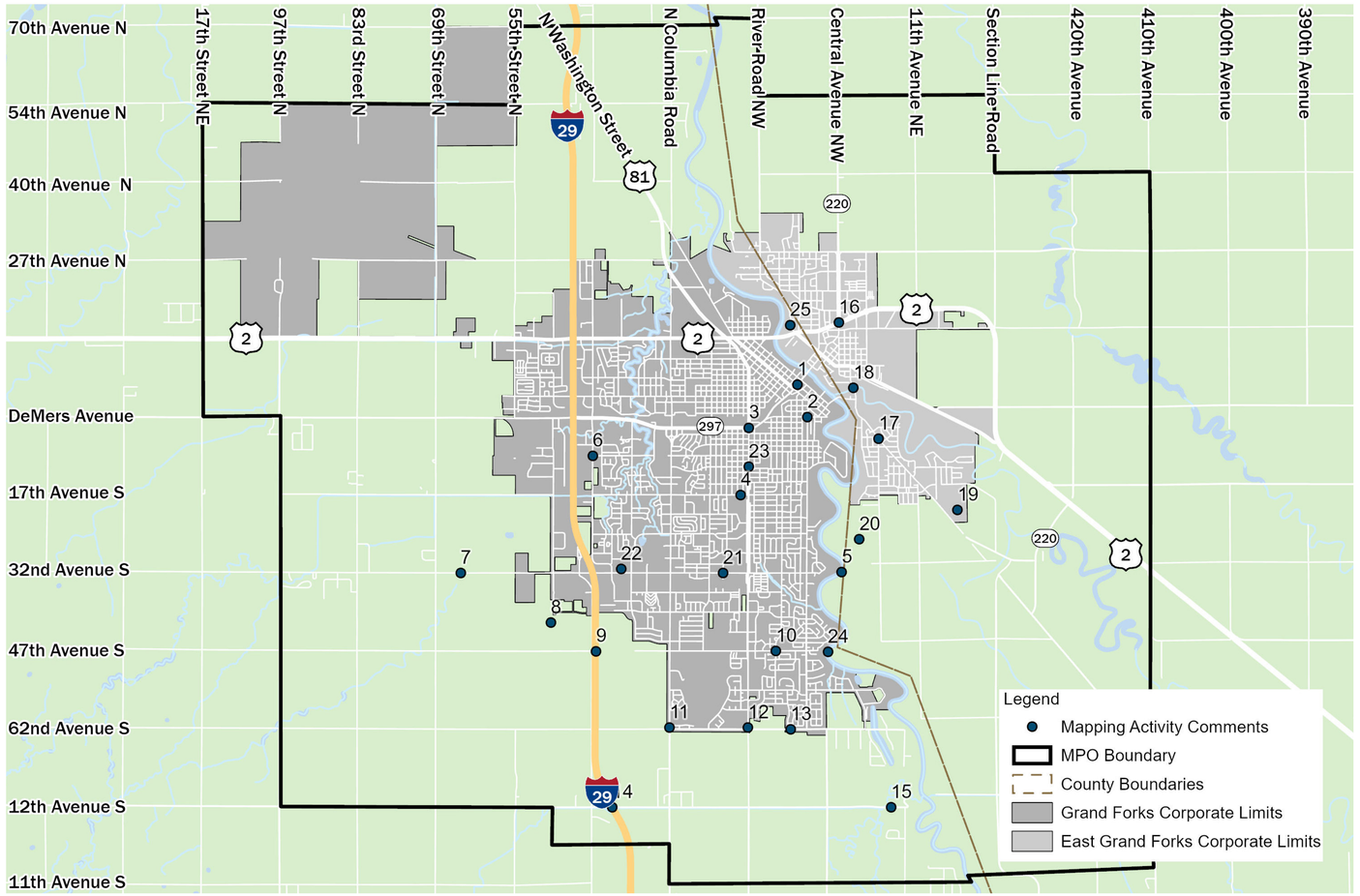
The plan should prioritize:

1. Safety
2. Efficiency and Reliability
3. Bicycle and Pedestrian Connections

Want to leave us your own comment? Scan this QR code to provide feedback using our comment mapping tool.

www.gfegfstreets.com/map/

Issues Mapping Activity Results



1 No large truck traffic

2 Stop light back at 4th and Belmont

3 DeMers and Washington interchange improvements CFI?

4 Are 4 lanes needed on 17th Ave S or could it be reduced to 2

5 New bridge

6 42nd St pedestrian crossing difficult

7 Any additional rail crossings we may need with future demand

8 Future school, future residential growth, future

9 I-29/47th Ave interchange and connecting roadways to Merrifield

10 Cherry and 47th Ave S traffic light

11 Widen Columbia Rd down to 62nd Ave

12 Widen Washington St down to 62nd Ave

13 Cherry St & Belmont & 62nd Ave S RAB or signal?

14 Merrifield Interchange

15 Bridge truck bypass Merrifield

16 Intersection of 2 and 220 crashes

17 Traffic flow at Rhineheart and Bygland

18 Louis Murray pedestrian path too high and scary. Needs to be street level and concrete barrier

19 Backage road

20 One way in, one way out on Bygland

21 32nd Ave S and S 17th St needs turn off lane

22 34th and 38th too much traffic

23 13th Ave S and Washington needs cross walk on north side of intersection

24 Bridge helps with EGF Point traffic

25 Connect the bike path in Red River State Recreation Area

GOALS AND OBJECTIVES

PLANNING FOR
Change & Growth

Over time, community priorities and growth patterns shift – The Street and Highway Plan strives to reflect those changes.

This plan is part of the Grand Forks-East Grand Forks MPO Metropolitan Transportation Plan and is updated every five years. It provides an opportunity for the MPO to check in with its partners, stakeholders, and the public on existing and emerging transportation considerations.

We are dedicated to informing and including stakeholders and the public in the development this plan.

Plan Focus Areas:

- Safe
- Connected and Accessible
- Efficient and Reliable
- Sustainable and Resilient
- Preserved and Maintained

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GROWTH DATA

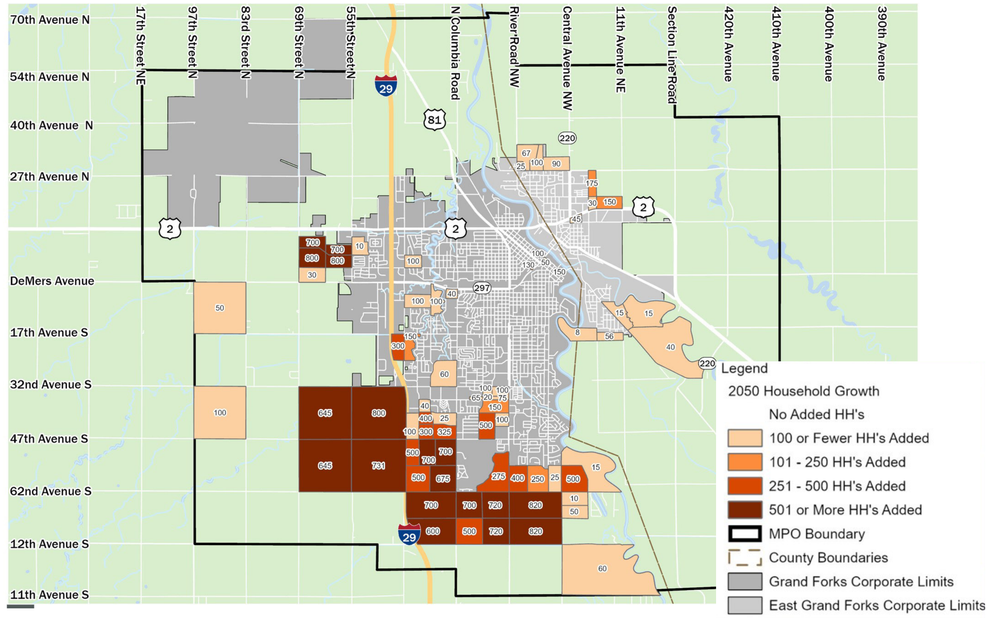
Additional Households 2020-20250

	Grand Forks		East Grand Forks		MPO Area	
	2020	2050	2020	2050	2020	2050
TOTAL HOUSE-HOLDS	26,994	48,563	4,303	4,912	31,297	53,475

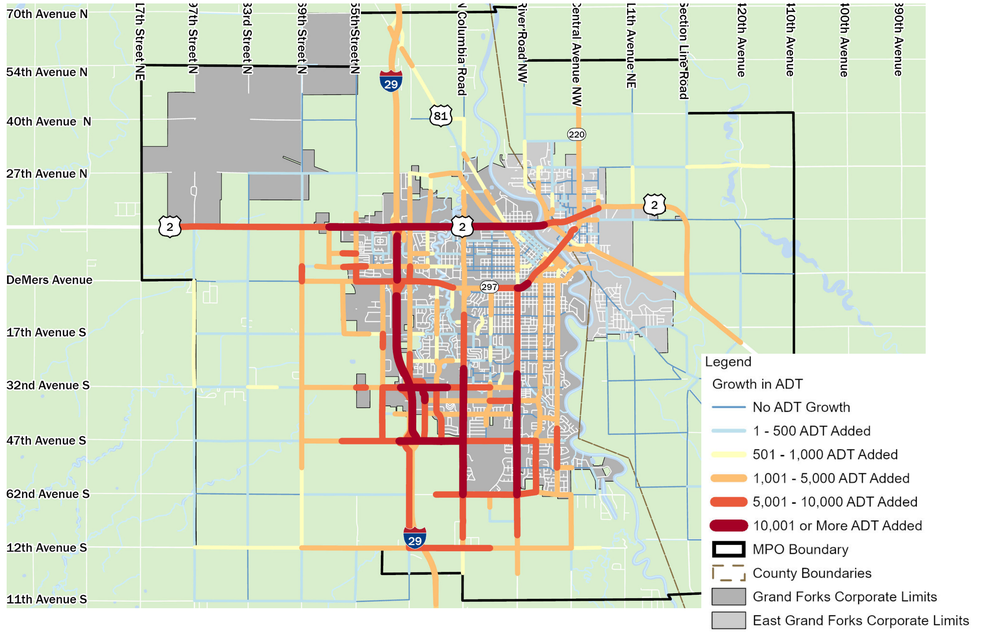
Household Growth

	Grand Forks	East Grand Forks	MPO Area
TOTAL GROWTH	21,569	609	22,178
PERCENT GROWTH	79.9%	14.2%	70.9%
COMPOUND ANNUAL GROWTH	2.0%	0.4%	1.8%

Grand Forks – East Grand Forks Growth Areas



Forecasted Traffic Growth (2050)



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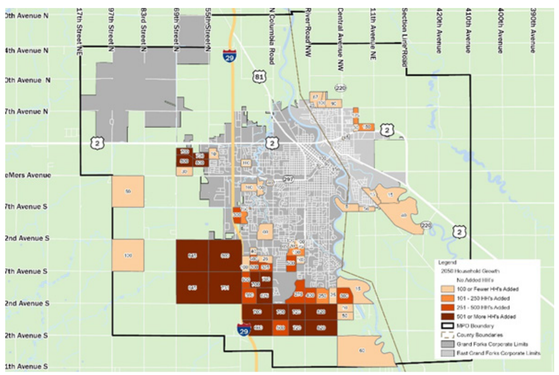
CONGESTION STRATEGIES

Add Travel Lanes—Widen Roads in Growth Areas



PURPOSE:

Most roads found in the MPO Area's future growth areas are currently two lanes and may not be able to support future traffic levels. This strategy would widen these existing roadways by constructing additional travel lanes.

PROS:

- Provides additional capacity to facilitate traffic and reduce delay
- Potential to reduce the occurrence of vehicular crashes

CONS:

- Potential need to acquire right-of-way could have limited impact on adjacent properties
- Wider roads can cause a reduction in safety for pedestrians and bicyclists

What do you think? Vote below!

Preferred — Not Preferred

Add Travel Lanes—Widen Existing 4-Lane Roads to 6-Lanes

PURPOSE:

Traffic forecasts for the MPO Area's key routes are anticipated to see significant growth through 2050. This strategy looks to widen existing four-lane roads, such as 32nd Avenue S and Washington Street, to six lanes to enhance traffic operations by adding capacity.

PROS:

- Provides additional capacity to facilitate traffic and reduce delay
- Potential to reduce the occurrence of vehicular crashes

CONS:

- Wider roadway has potential need to acquire right-of-way could have substantial impact on adjacent properties
- Wider roads can cause a reduction in safety for pedestrians and bicyclists

What do you think? Vote below!

Preferred — Not Preferred

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CONGESTION STRATEGIES

Manage Current 4-Lane Roads

PURPOSE:

While adding travel lanes can alleviate traffic congestion issues, Transportation Systems Management and Operations (TSMO) strategies can provide alternative approaches to traffic congestion that do not require expensive capital investments. Common TSMO strategies include travel demand management, real time traveler information, traffic incident management, dynamic messaging signs, and traffic signal technology updates, and signal coordination.

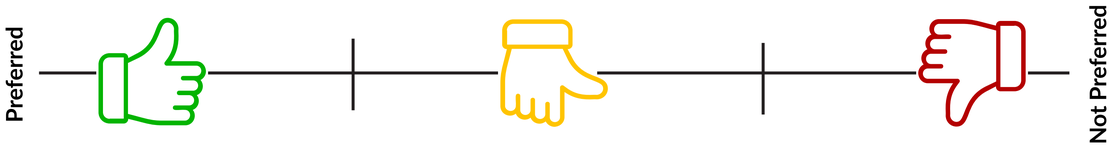
PROS:

- Cost-effective solutions to enhance traffic operations
- The broad range of strategies can be bundled together and tailored to fit local conditions

CONS:

- TSMO is not always as effective at addressing traffic congestion as adding lane capacity
- Standalone TSMO strategies can have limited benefit to vehicle throughput

What do you think? Vote below!



New Bridge Crossing

PURPOSE:

Construct a new bridge crossing over rail crossings and rivers to provide enhanced connections across communities, including potential new crossings north and south of the current Red River bridges.These strategies can offer a new route for travelers between the two communities with the intent of increasing access and reliving traffic congestion at existing crossings.

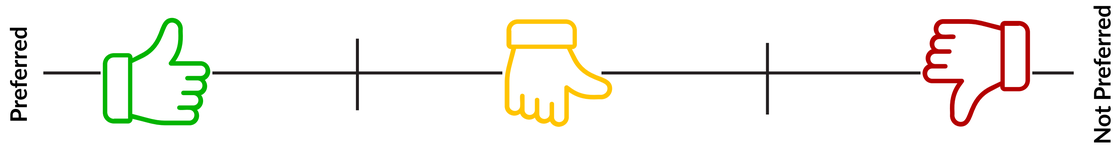
PROS:

- Alleviate traffic congestion at existing bridge crossings by offering a new route over the Red River
- Increase access and provide reliable connections to neighborhoods and commercial areas

CONS:

- High cost of construction, increased long-term expenditures for maintenance

What do you think? Vote below!



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CONGESTION STRATEGIES

Roundabouts

PURPOSE:

Implement roundabouts at intersections located in areas transitioning from rural to urban, such as the growth areas identified in southern Grand Forks.

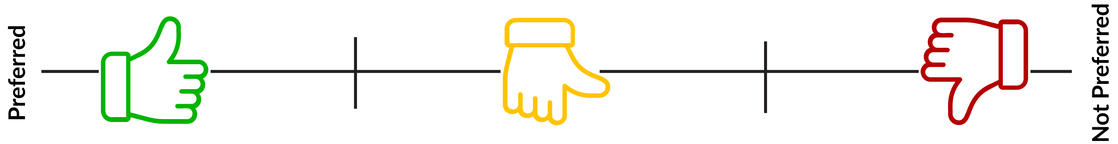
PROS:

- Can support efficient through traffic movements at intersections while reducing potential vehicular crash severities when compared to signalized intersections

CONS:

- Construction of a roundabout can require more right-of-way than required for a signalized intersection design

What do you think? Vote below!



Integration of Complete Streets Principals in Future Improvements

PURPOSE:

Complete Streets aims to design and operate roadways in a manner that safely and efficiently balances the needs of all users without giving preference to a single travel mode. Complete Streets is considered a process rather than singular design approach, but common elements include sidewalks, on-street bike lanes, pedestrian signals, curb extensions, narrow travel lanes, and on-street parking.

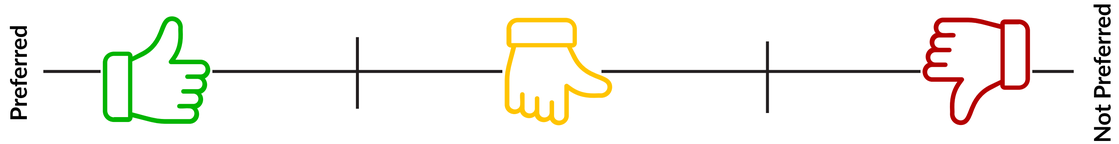
PROS:

- Complete Streets approach to design can increase safety for all road users while maintaining efficient traffic operations
- Complete Streets approach can lead to a more vibrant, pedestrian-friendly environment especially in key community retail destinations

CONS:

- Integrating a Complete Streets design approach can lead to additional infrastructure expenditures to retrofit facilities such as bike lanes and curb extensions

What do you think? Vote below!



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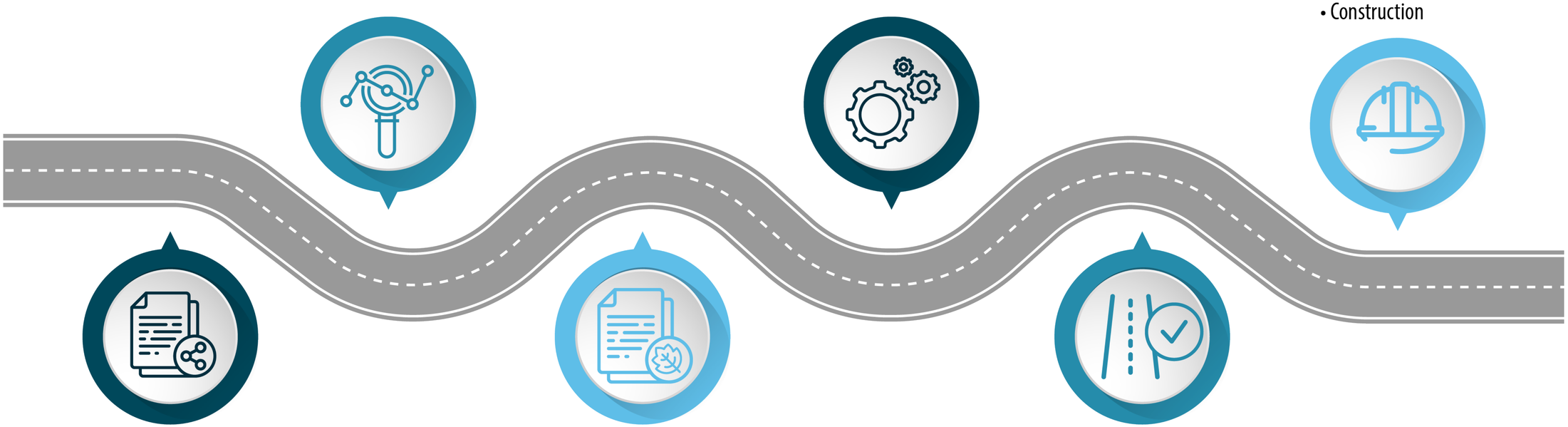
PROJECT DEVELOPMENT LIFECYCLE

Corridor Study
- Define relationship between roadway and adjacent land
- Develop detailed traffic operations analysis
- Refine costs estimates

Preliminary Engineering
- Evaluate right-of-way
- Develop design details and geometrics
- Develop detailed cost estimates
- Identify construction quantities
- Create preliminary plans

Implementation
- Acquire right-of-way
- Construction



Metropolitan Transportation Plan
- Community Visioning
- Evaluate existing conditions
- Forecast future growth
- Identify strategies
- Develop funding plan

Environmental Review / National Environmental Policy Act (NEPA) Document
- NEPA Required for any Federal Funding
- Project Purpose and Need
- Project-Level Alternatives Analysis
- Resource Agency Review

Final Design
- Specifications and estimates
- Develop final plans

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