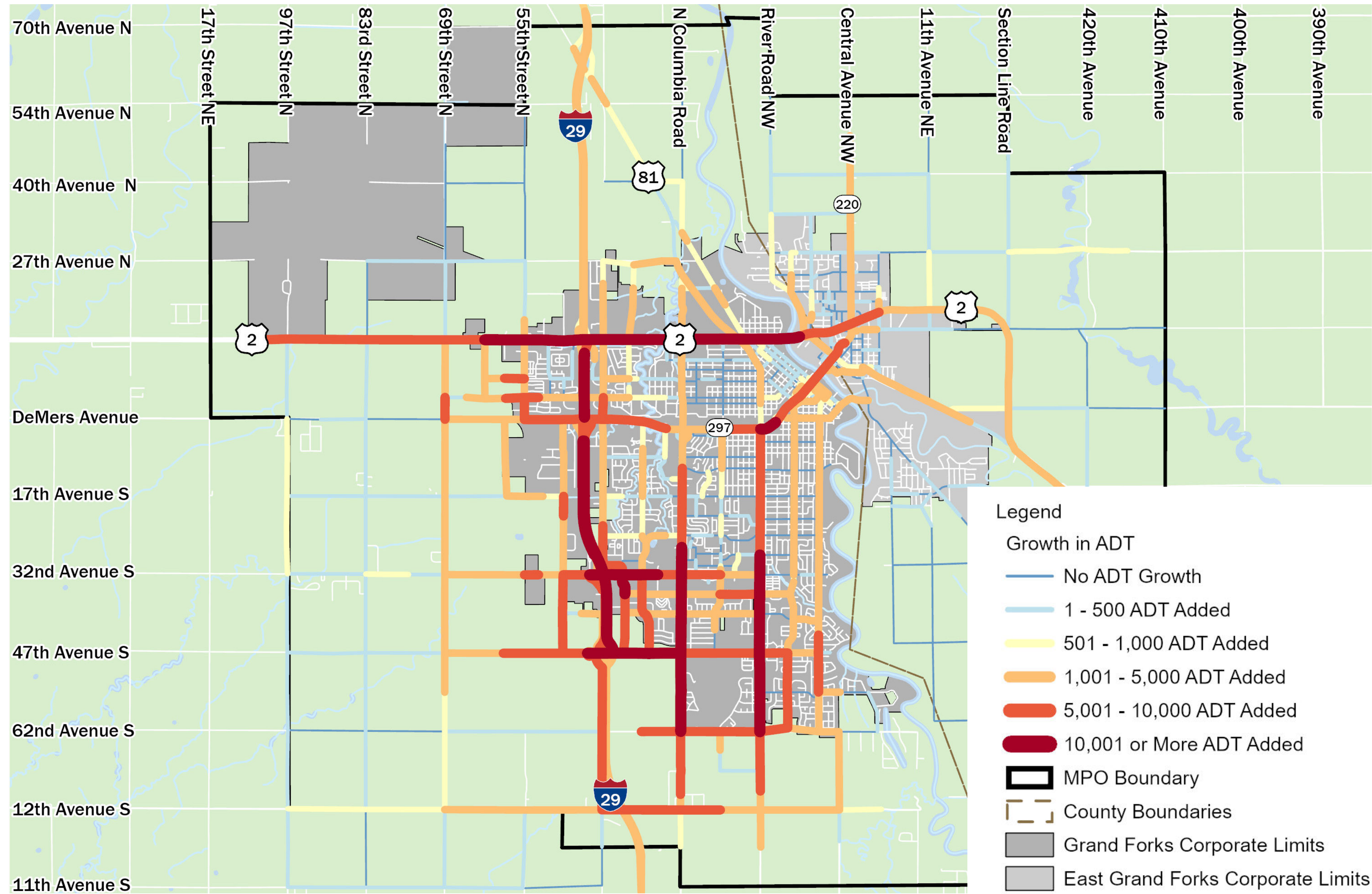

WELCOME!

GRAND FORKS – EAST GRAND FORKS STREET AND HIGHWAY PLAN UPDATE

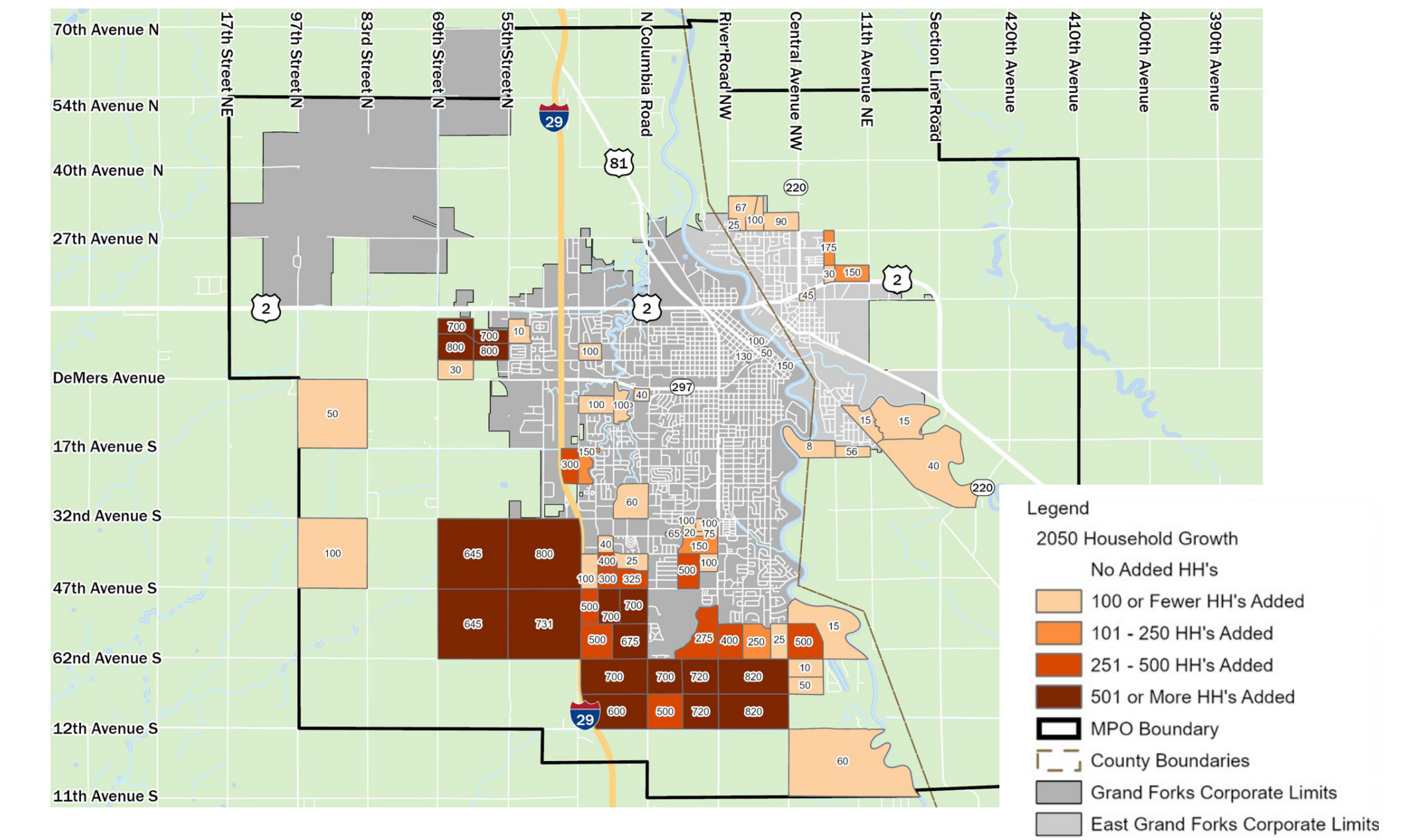
SEPTEMBER 21, 2023 | 4 - 6 PM

GROWTH DATA

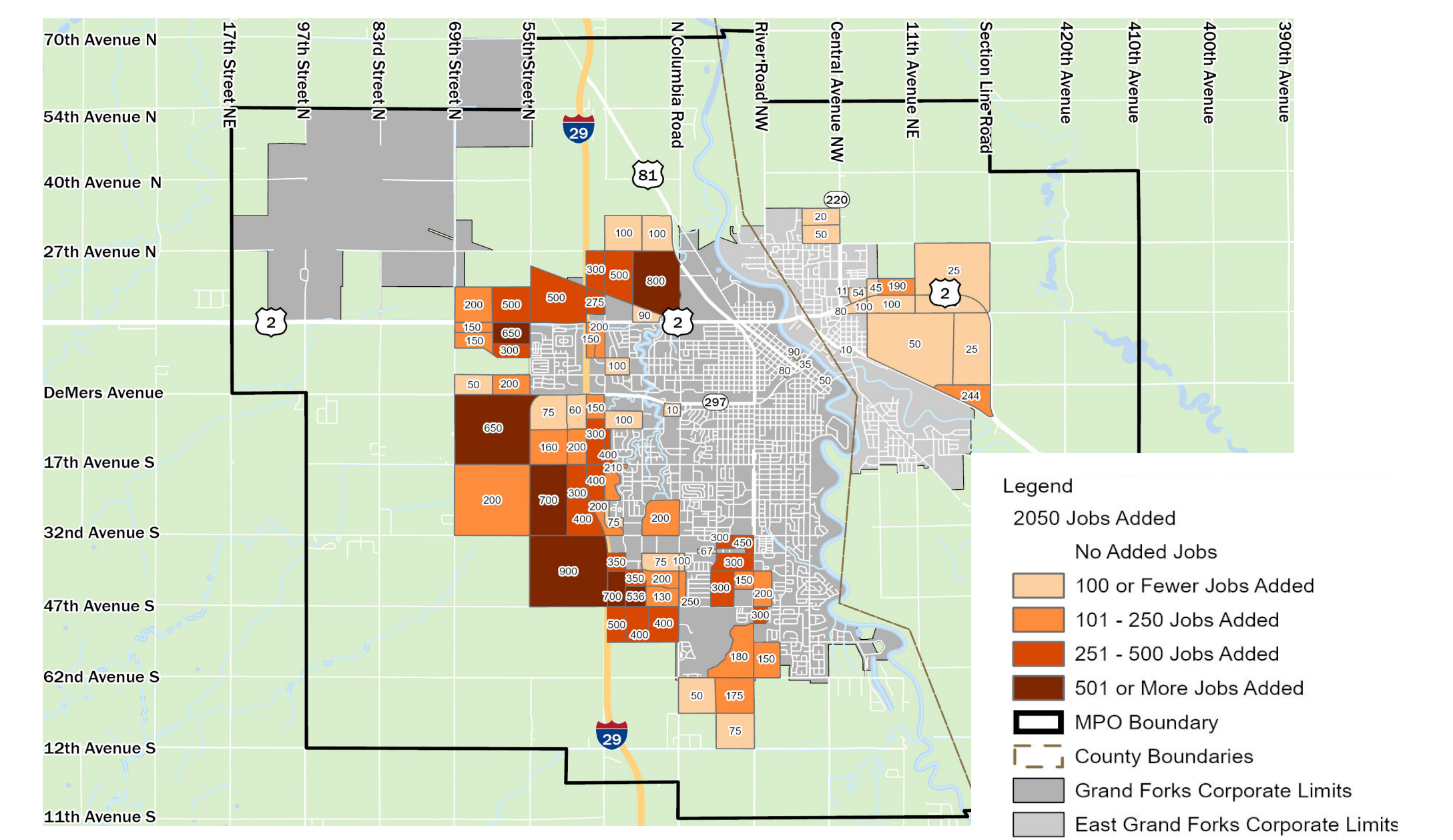
Forecasted Traffic Growth (2050)



Household Growth Areas (2020-2050)



Employment Growth Areas (2020-2050)



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

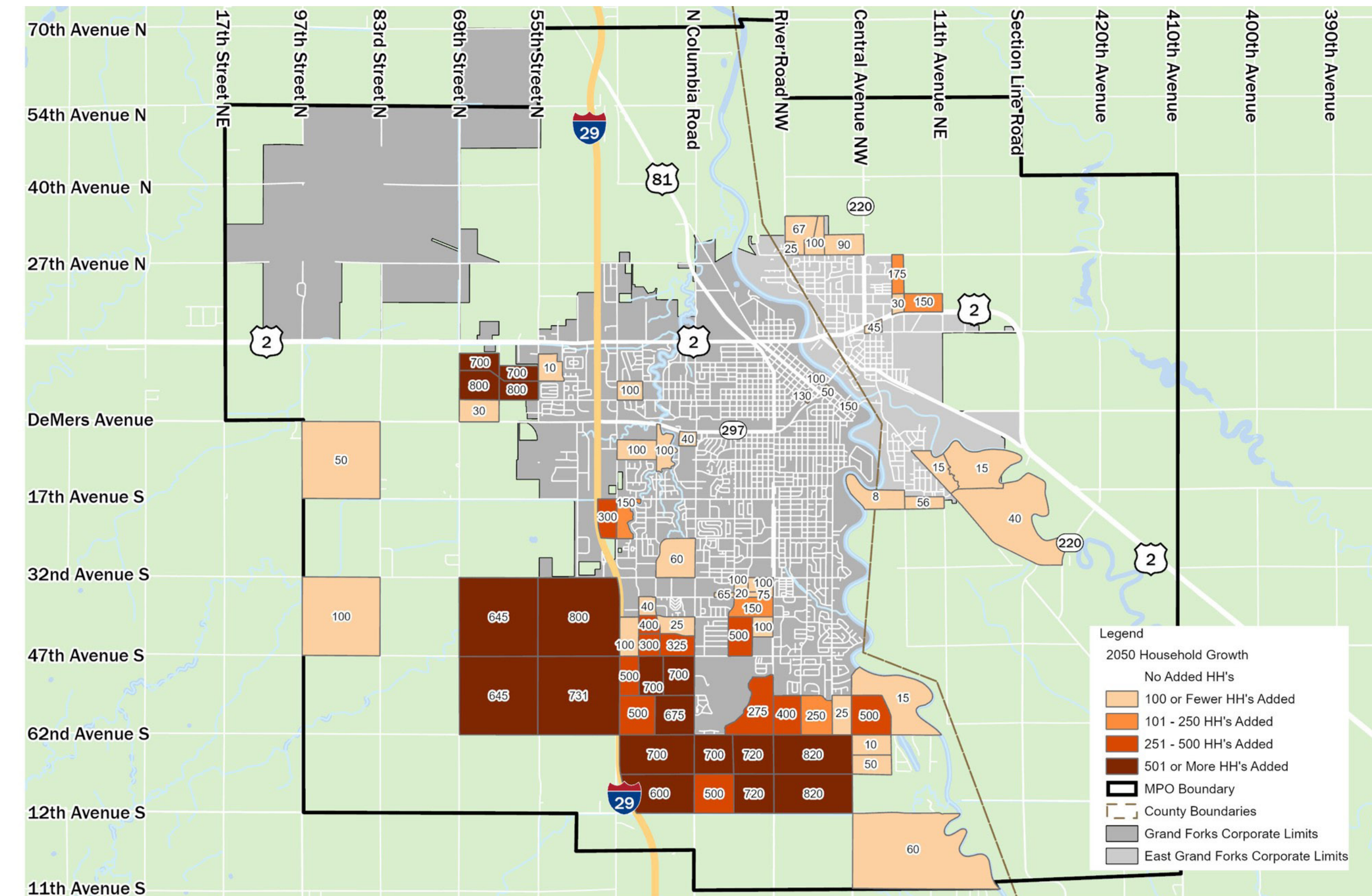


Final Design

- Specifications and estimates
- Develop final plans

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

Examples from Plan:

- Columbia Road from 47th Avenue South to 62nd Avenue South (Project 67)
- 62nd Avenue South from Columbia Road to Washington Street (Project 74)

STRATEGIES

Manage Current 4-Lane Roads



Purpose:

Transportation Systems Management and Operations (TSMO) strategies can effectively alleviate congestion and safety without adding travel lanes. TSMO examples include travel demand management, traffic signal technologies, and signal coordination.

Pros:

- Cost-effective solutions to enhance traffic operations and safety
- 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

Examples from Plan:

- 32nd Avenue South from I-29 to Washington Street (Project 19)
- Columbia Road from 36th Avenue South to DeMers Avenue (Project 31)

New Bridge Crossing



Purpose:

Construct a new bridge crossing over rail lines and rivers to enhance connections between communities. Providing new routes for travelers can increase access and relieve 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

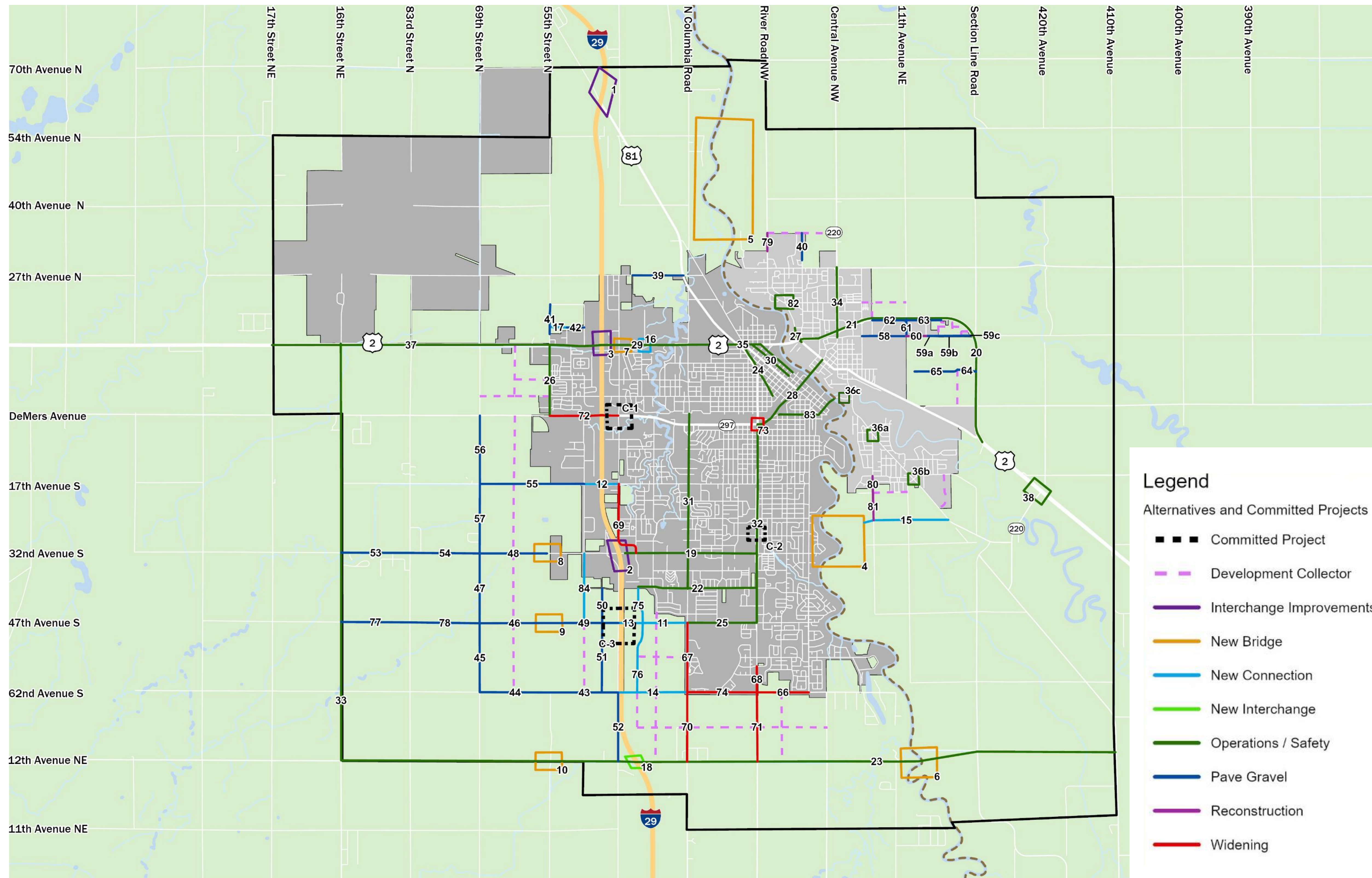
Cons:

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

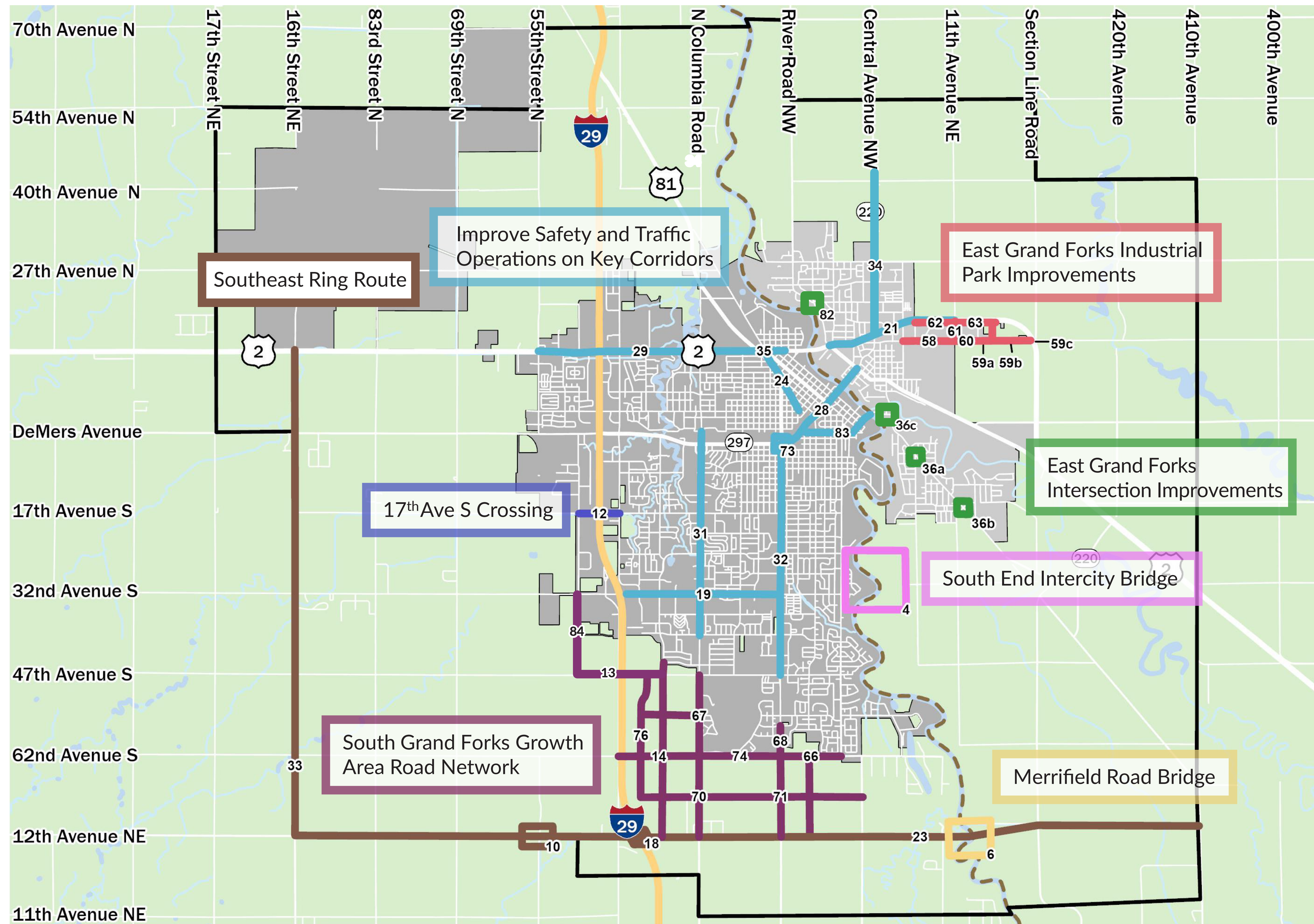
Examples from Plan:

- South side urban bridge (Project 4)
- Merrifield Road bridge (Project 6)

PROJECTS MAP



PRIMARY PROJECT AREAS



AREA PRIORITIES



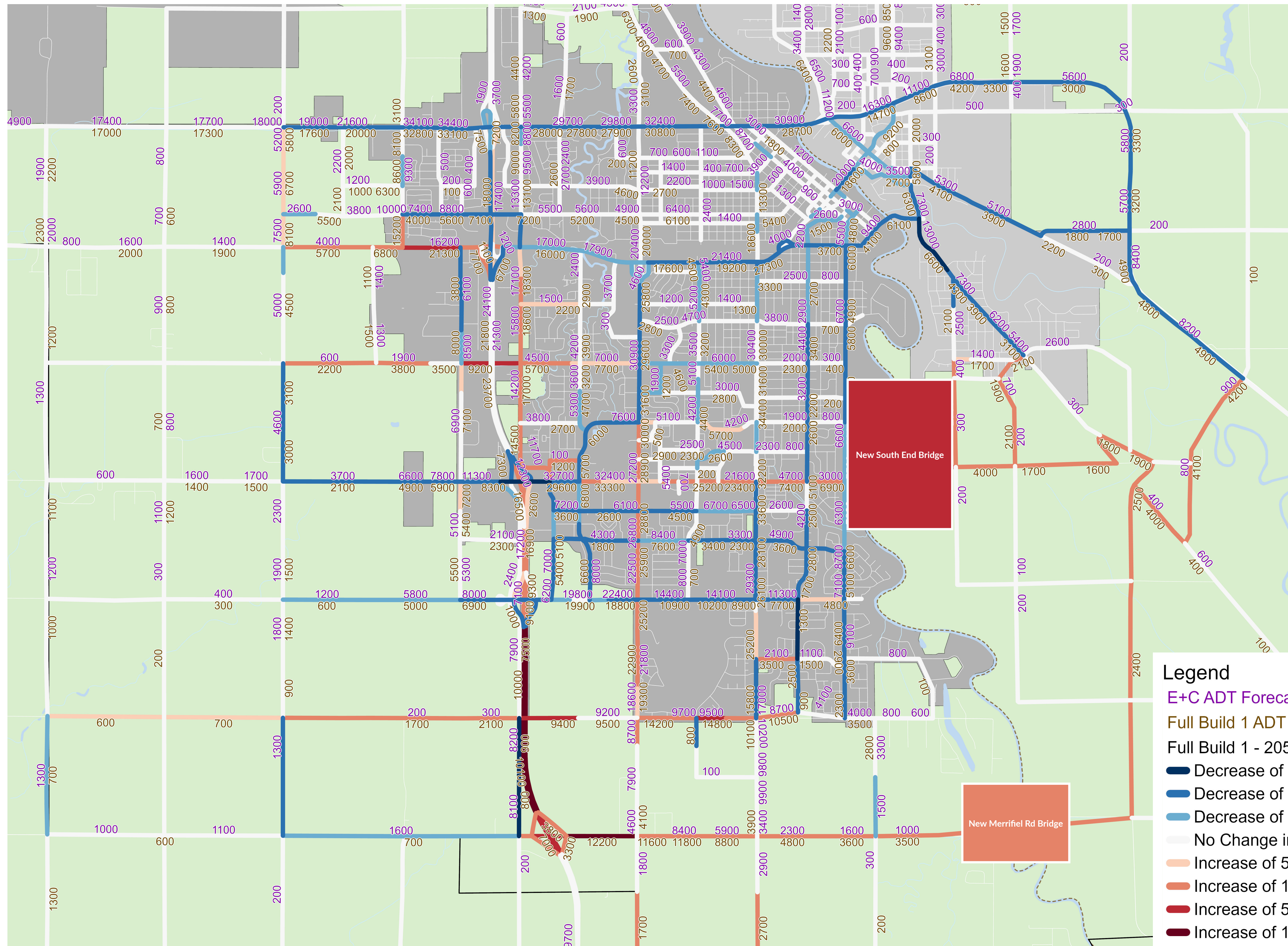
Which project priorities and strategies are most important to you?

Complete your ranking of the priorities by **scanning the QR code** or **submitting a paper copy**.

- Southeast Ring Route
- Improve Safety and Traffic Operations on Key Corridors
- East Grand Forks Industrial Park Improvements
- 17th Avenue South Crossing
- East Grand Forks Intersection Improvements
- South End Intercity Bridge
- South Grand Forks Growth Area Road Network
- Merrifield Road Bridge

GROWTH IN FORECASTED TRAFFIC VOLUMES

with the Construction of a South End Intercity and a Merrifield Road Bridge



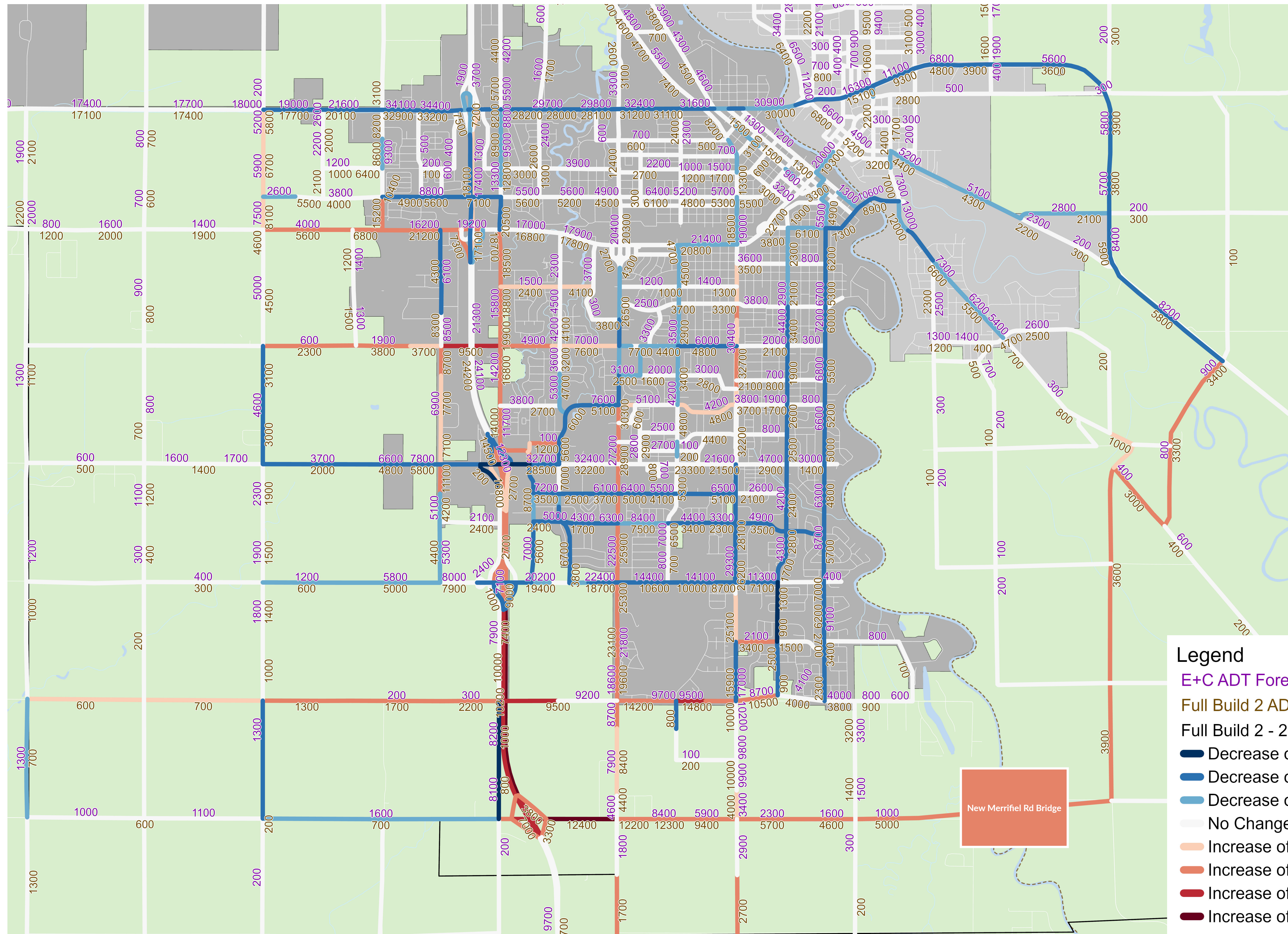
ADT: Average Daily Traffic

E+C: Existing plus Committed Network
(assumes no improvements beyond current, short-term programmed projects)

- Legend**
- E+C ADT Forecasts
 - Full Build 1 ADT Forecasts
 - Full Build 1 - 2050 E+C Delta
 - Decrease of 5,000 or More ADT
 - Decrease of 1,000 - 4,999 ADT
 - Decrease of 500 - 999 ADT
 - No Change in ADT
 - Increase of 501 - 1,000 ADT
 - Increase of 1,001 - 5,000 ADT
 - Increase of 5,001 - 10,000 ADT
 - Increase of 10,001 or More ADT

GROWTH IN FORECASTED TRAFFIC VOLUMES

with the Construction of a Merrifield Road Bridge



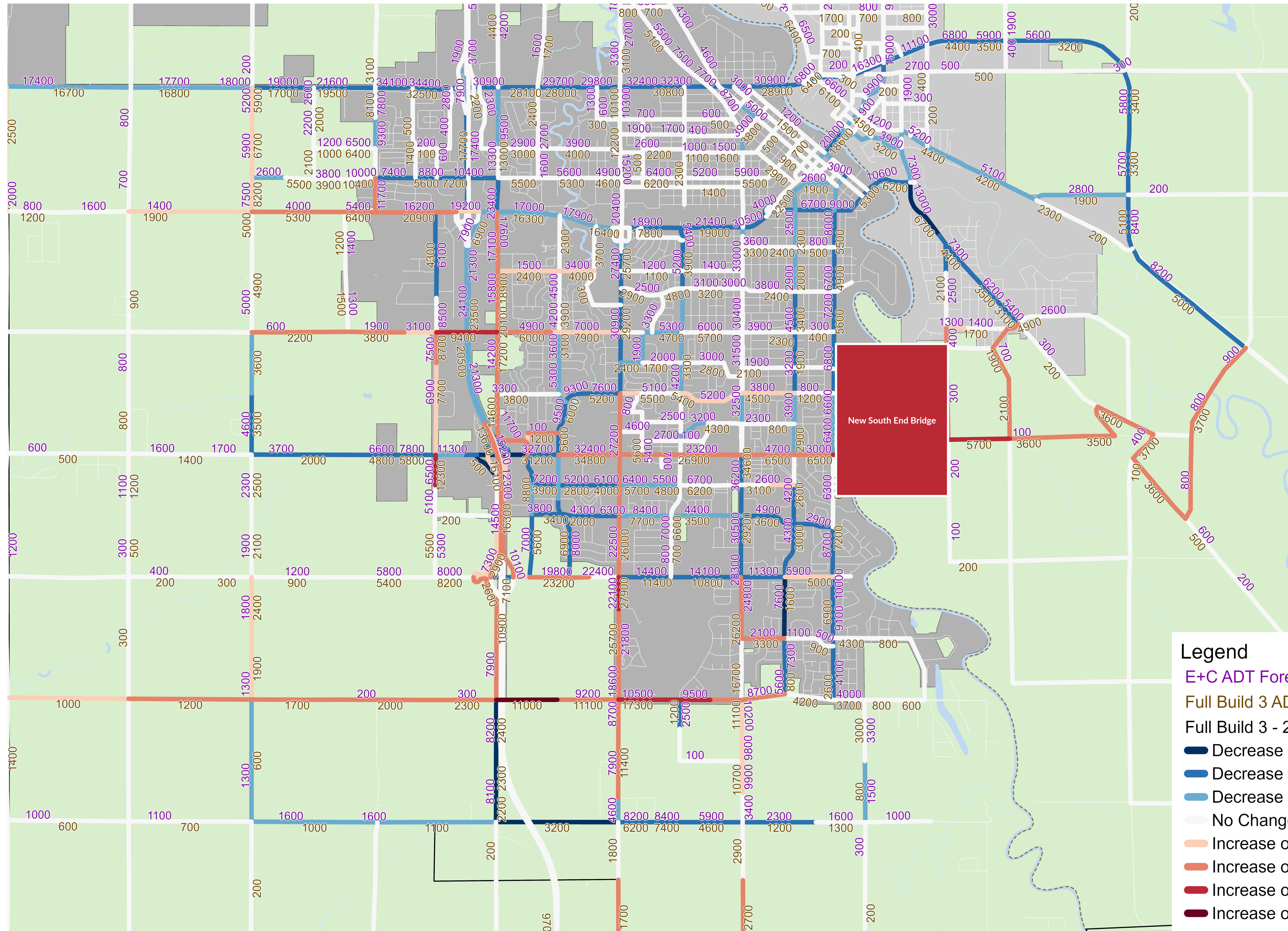
ADT: Average Daily Traffic

E+C: Existing plus Committed Network
(assumes no improvements beyond current, short-term programmed projects)

- Legend**
- E+C ADT Forecasts
 - Full Build 2 ADT Forecasts
 - Full Build 2 - 2050 E+C Delta
 - Decrease of 5,000 or More ADT
 - Decrease of 1,000 - 4,999 ADT
 - Decrease of 500 - 999 ADT
 - No Change in ADT
 - Increase of 501 - 1,000 ADT
 - Increase of 1,001 - 5,000 ADT
 - Increase of 5,001 - 10,000 ADT
 - Increase of 10,001 or More ADT

GROWTH IN FORECASTED TRAFFIC VOLUMES

with the Construction of a South End Intercity Bridge



ADT: Average Daily Traffic

E+C: Existing plus Committed Network
(assumes no improvements beyond current, short-term programmed projects)

Legend

- E+C ADT Forecasts
- Full Build 3 ADT Forecasts
- Full Build 3 - 2050 E+C Delta
- Decrease of 5,000 or More ADT
- Decrease of 1,000 - 4,999 ADT
- Decrease of 500 - 999 ADT
- No Change in ADT
- Increase of 501 - 1,000 ADT
- Increase of 1,001 - 5,000 ADT
- Increase of 5,001 - 10,000 ADT
- Increase of 10,001 or More ADT