

Memorandum

To: Teri Kouba, Senior Planner, GF-EGF MPO
Nancy Ellis, City Planner, City of East Grand Forks

From: Mary Gute, Senior Transportation Planner, AICP - WSB
Jack Corkle, Transportation Planning Director, PTP, AICP
Joanne Cho, Transportation Planner – WSB

Date: April 30, 2021

Re: East Grand Forks 2050 Land Use Plan – Recommended Transportation Related Goals and Policies
WSB Project No. 016569-000

The purpose of this memorandum is to recommend goals and policies relevant to transportation for the East Grand Forks 2050 Land Use Plan. Transportation goals and policies in the current East Grand Forks 2045 Land Use Plan were reviewed to determine if they should be retained, removed, or edited for the 2050 Land Use Plan. New goals and policies were also considered. This memo documents the process used to review the transportation-related goals and policies in the 2045 Land Use Plan, the goals and policies related to transportation that are recommended for inclusion in the 2050 Land Use Plan, as well as recommendations to be addressed by the Metropolitan Transportation Plan (MTP) that will be completed by the Grand Forks – East Grand Forks Metropolitan Planning Organization (Forks MPO).

1. Transportation Goals and Policies Review Process

Applicable transportation-related goals and policies from the East Grand Forks 2045 Land Use Plan are shown in **Table 1**.

Table 1. Transportation-Related Goals and Policies from 2045 East Grand Forks Land Use Plan

Section 5.2 General Land Use Goals & Policies
Goal 1: Develop and implement a cohesive city-wide land use pattern that ensures compatibility and functional relationships between uses.
Policy 1.f: Incompatible and inappropriate land uses shall be properly regulated and slowly redeveloped when possible, so that conflicts are minimized. This shall be achieved through the use of natural and man-made physical barriers (i.e. topography, drainage ways, transportation routes, etc.), landscape screening, and/or property physical orientation of lots and buildings.
Goal 2: Advocate development that is accompanied by a sufficient level of support services and facilities (roads, utilities, infrastructure, storm water management systems, parking, access, sidewalks, etc.).
Policy 2.b: Create a highly efficient transportation system by promoting connectivity, enforcing access management and utilizing other transportation planning practices throughout the development review process.

Policy 2.c: Plan public infrastructure improvements in a manner that is compatible with the planned near, mid, and long term growth timeframes of this plan.
Goal 4: Plan for the current and future transportation needs of the community as growth occurs
Policy 4.a: Encourage, to the extent possible, the implementation of measures outlined in the adopted Long Range Transportation Plan for the region.
Policy 4.b: Reserve roadway right-of-way based on the transportation needs of the City, as identified in the adopted Long Range Transportation Plan, if possible through the platting process.
Policy 4. c: Promote roadway connectivity through the implementation of the East Grand Forks future road map.
Policy 4.d: Provide opportunities for residents to utilize a variety of transportation choices through the investigation or review of complete streets guidelines to be possibly implemented in the development of safe, reliable, and economical transportation systems.
Policy 4.e: Continue the installation of sidewalks along new roadways in accordance with existing ordinances.
Policy 4.f: Promote the use of varied forms of transportation by all age groups by developing walkable neighborhoods which incorporate pedestrian and bicycle connectivity consistently with Safe Routes to School and other transportation initiatives. Use “complete streets” policies as a guide for developing safe, reliable, and economical transportation systems that support travel by a variety of means.
Section 5.3 Growth Management
Goal 2: Promote increased density and compact development within East Grand Forks.

The WSB team reviewed each of the existing transportation-related goals and policies and their consistency with the following:

- Transportation projects and studies that have started or were completed after 2016, as well as projects included in the Forks MPO’s most current Transportation Improvement Program (TIP) – for fiscal years 2021-2024
- 2045 goals and policies with goals in the Forks MPO’s Transportation Plan
- FHWA Sustainability goals and USDOT Ladders of Opportunity framework
- Stakeholder Inputs received from: Community Survey Comments and the Grand Forks and East Grand Forks Chamber of Commerce Meeting

A. Transportation Projects and Studies Since 2016 & Projects In FY 2021-2024 TIP

Transportation projects and studies completed, started, or planned for between 2016 and 2024 were reviewed to identify if current transportation goals and policies are still applicable. The results of this review are listed in **Table 2**. This effort demonstrates progress being made towards goals and policies as well as provides insight into where the city has been focusing its efforts and areas it may wish to make additional investments.

Table 2 - Comparison of Projects and Studies to 2045 Transportation-Related Goals and Policies

	<i>Projects Completed Since 2016 & Consistency With 2045 Transportation Goals & Policies</i>				<i>2021 - 2024 Projects & Consistency with 2045 Transportation Goals and Policies</i>			<i>Studies & Consistency to 2045 Transportation Goals & Policies</i>					
	Kennedy Bridge over Red River Rehabilitation Project (2017)	Sidewalk or Multiuse Path Installation, Multiple Projects	Intersection Improvements, Multiple Locations	Subsidize proposed EGF fixed routes transit services and demand response services for disable person and senior citizens (2018- 2024)	Roundabout reconstruction at Rhinehart Dr and Bygland Dr (2022)	US 2 -from 7th Ave NE to 0.3 mile east of CSAH 15- Pavement Improvement (2022)	Traffic Signal and Operations Improvements, Multiple (2022- 2024)	Bygland Road Corridor Study (2015)	US 2 and US 2 Business Study (2017)	MnDOT Mobility Report (2018)	MN 220 N Corridor Study (2019)	Downtown Transportation Study [Grand Forks-East Grand Forks] (2020)	Future South Bridge Traffic Impact Study (2021)
Section 5.2 General Land Use Goals & Policies													
Goal 1: Develop and implement a cohesive city-wide land use pattern that ensures compatibility and functional relationships between uses.	Yes	Yes	NA	NA	Yes	NA	NA	Yes	Yes	Yes	Yes	Yes	Yes
Policy 1.f: Incompatible and inappropriate land uses shall be properly regulated and slowly redeveloped when possible, so that conflicts are minimized. This shall be achieved through the use of natural and man-made physical barriers (i.e., topography, drainage ways, transportation routes, etc.), landscape screening, and/or property physical orientation of lots and buildings.	NA	NA	NA	NA	NA	NA	NA	NA	Yes	NA	Yes	NA	NA
Goal 2: Advocate development that is accompanied by a sufficient level of support services and facilities (roads, utilities, infrastructure, storm water management systems, parking, access, sidewalks, etc.).	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Policy 2.b: Create a highly efficient transportation system by promoting connectivity, enforcing access management and utilizing other transportation planning practices throughout the development review process.	Yes	Yes	Yes	NA	NA	NA	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Policy 2.c: Plan public infrastructure improvements in a manner that is compatible with the planned near, mid, and long term growth timeframes of this plan.	Yes	Yes	Yes	NA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Goal 4: Plan for the current and future transportation needs of the community as growth occurs	NA	NA	NA	NA	NA	NA	NA	Yes	Yes	NA	Yes	Yes	Yes

	<i>Projects Completed Since 2016 & Consistency With 2045 Transportation Goals & Policies</i>				<i>2021 - 2024 Projects & Consistency with 2045 Transportation Goals and Policies</i>			<i>Studies & Consistency to 2045 Transportation Goals & Policies</i>					
	Kennedy Bridge over Red River Rehabilitation Project (2017)	Sidewalk or Multiuse Path Installation, Multiple Projects	Intersection Improvements, Multiple Locations	Subsidize proposed EGF fixed routes transit services and demand response services for disable person and senior citizens (2018- 2024)	Roundabout reconstruction at Rhinehart Dr and Bygland Dr (2022)	US 2 -from 7th Ave NE to 0.3 mile east of CSAH 15- Pavement Improvement (2022)	Traffic Signal and Operations Improvements, Multiple (2022-2024)	Bygland Road Corridor Study (2015)	US 2 and US 2 Business Study (2017)	MnDOT Mobility Report (2018)	MN 220 N Corridor Study (2019)	Downtown Transportation Study [Grand Forks-East Grand Forks] (2020)	Future South Bridge Traffic Impact Study (2021)
Policy 4.a: Encourage, to the extent possible, the implementation of measures outlined in the adopted Long Range Transportation Plan for the region.	Yes	Yes	Yes	Yes	NA	NA	NA	Yes	Yes	Yes	Yes	Yes	Yes
Policy 4.b: Reserve roadway right-of-way based on the transportation needs of the City, as identified in the adopted Long Range Transportation Plan, if possible through the platting process.	NA	NA	NA	NA	NA	NA	NA	Yes	Yes	NA	Yes	Yes	Yes
Policy 4. c: Promote roadway connectivity through the implementation of the East Grand Forks future road map.	Yes	NA	NA	NA	NA	NA	NA	Yes	Yes	NA	Yes	Yes	Yes
Policy 4.d: Provide opportunities for residents to utilize a variety of transportation choices through the investigation or review of complete streets guidelines to be possibly implemented in the development of safe, reliable, and economical transportation systems.	NA	Yes	Yes	NA	NA	NA	NA	Yes	Yes	NA	Yes	Yes	Yes
Policy 4.e: Continue the installation of sidewalks along new roadways in accordance with existing ordinances.	N/A	Yes	Yes	NA	Yes	NA	NA	Yes	Yes	NA	Yes	Yes	Yes
Policy 4.f: Promote the use of varied forms of transportation by all age groups by developing walkable neighborhoods which incorporate pedestrian and bicycle connectivity consistently with Safe Routes to School and other transportation initiatives. Use “complete streets” policies as a guide for developing safe, reliable, and economical transportation systems that support travel by a variety of means.	NA	Yes	Yes	NA	NA	NA	NA	Yes	Yes	NA	Yes	Yes	Yes

Section 5.3 Growth Management

	<i>Projects Completed Since 2016 & Consistency With 2045 Transportation Goals & Policies</i>				<i>2021 - 2024 Projects & Consistency with 2045 Transportation Goals and Policies</i>			<i>Studies & Consistency to 2045 Transportation Goals & Policies</i>					
	Kennedy Bridge over Red River Rehabilitation Project (2017)	Sidewalk or Multiuse Path Installation, Multiple Projects	Intersection Improvements, Multiple Locations	Subsidize proposed EGF fixed routes transit services and demand response services for disable person and senior citizens (2018- 2024)	Roundabout reconstruction at Rhinehart Dr and Bygland Dr (2022)	US 2 -from 7th Ave NE to 0.3 mile east of CSAH 15- Pavement Improvement (2022)	Traffic Signal and Operations Improvements, Multiple (2022- 2024)	Bygland Road Corridor Study (2015)	US 2 and US 2 Business Study (2017)	MnDOT Mobility Report (2018)	MN 220 N Corridor Study (2019)	Downtown Transportation Study [Grand Forks-East Grand Forks] (2020)	Future South Bridge Traffic Impact Study (2021)
Goal 2: Promote increased density and compact development within East Grand Forks.	NA	Yes	Yes	NA	NA	NA	NA	NA	Yes	NA	NA	Yes	Yes

The following projects and studies have been completed since 2016 or were included in the city's TIP, the Forks MPO's Transportation Improvement Programs (TIP), or the 2045 Metropolitan Transportation Plan:

- Completed Projects:
 - Kennedy Bridge over Red River rehabilitation project (2017)
 - Installation of sidewalks along Green Blvd and modification to existing median (2018)
 - Installation of multi-use path along Central Ave between Gateway Dr and 20th Ave NW (2018)
 - Installation of sidewalks on 20th Ave SE from 10th St SW to 13th St and on 13th St SE, project part of Safe Routes to School (2018)
 - Installation of sidewalks along 19th Ave and 20th Ave SE as part of Safe Routes to School (2021)
 - Sidewalk replacement, pedestrian accessibility improvements and resurfacing on Hwy 2B/Demers Ave between Sorlie Bridge and 4th St NW and on 4th St NW between Hwy 2B/Demers Ave and Third Ave NW (2021)
 - Subsidizing proposed EGF fixed routes transit services and demand response services for disable person and senior citizens (2018- 2024) – Ongoing
- Projects in FY 2021-2024 TIP:
 - Safe Routes to School sidewalk extension on 20th and 13th Aves SE (2021)
 - Pedestrian ramps ADA improvements on Demers Ave from the east end of Sorlie Bridge to 4th St NW and on 4th St NW from Demers Ave to 3rd Ave NW (2021)
 - Safe Routes to School program training and supplies (2021)
 - Transit operations (2021-2024)
 - Roundabout at the intersection of Bygland Rd and Rhineheart Dr (2022)
 - Pavement on US 2 from 7th Ave NE to 0.3 mile east of CSAH 15 (2022)
 - Traffic signal revisions at intersections of MN 220/14th St, MN 220/17th St, and MN 220/US 2 (2022)
 - Traffic signal revision and ADA improvements at 2nd and 4th Sts NW (2024)
- Completed and On-going Studies:
 - Bygland Road Corridor Study (2015)
 - US 2 and US 2 Business Study (2017)
 - MnDOT Mobility Report (2018)
 - MN 220 N Corridor Study (2019)
 - Downtown Transportation Study [Grand Forks-East Grand Forks] (2020)
 - Future South Bridge Traffic Impact Study (2021) – In process

Transportation projects and studies that have been completed, started, or planned since the completion of the East Grand Forks 2045 Land Use Plan focused on roadway safety and access improvements, roadway pavement improvements, and multimodal transportation system improvements. These projects exemplify the city's continuous efforts to improve users'—motorists and non-motorists—experience while creating connections to new and existing developments that would address to meet the social and economic needs of its residents.

Table 2 shows that multiple transportation projects completed, started, or planned for between 2016 and 2024 are consistent with "Section 5.2 General Land Use Goals and Policies" including:

- Goal 2 which emphasizes providing services and facilities that encourage and sustain developments and

- Goal 4 which includes policies focused on current and future transportation needs of the community

Several transportation studies completed, started, or planned for between 2016 and 2024 are consistent with:

- Goal 1 which is focused on establishing compatible and functional relationships between land uses
- Goal 2 which emphasizes providing services and facilities that encourage and sustain developments and
- Goal 4 which focuses on addressing current and future transportation needs.

Some completed projects (sidewalk construction and intersection improvements) and studies (the Downtown Transportation Study [2020] and the Future South Bridge Traffic Impact Study [in process]) were consistent with Section 5.3 Growth Management's Goal 2, which focuses on promoting density and compact development.

Table 2 also shows the goals and policies which have not been directly addressed through recently or soon to be completed projects and studies. The City may want to incorporate some of these elements listed below when carrying out in future transportation projects and studies.

- Preserving right-of-way for future transportation needs (Section 5.2, Goal 4, Policy 4.b.)
- Increasing the range of transportation choices provided (Section 5.2, Goal 4, Policy 4.d.) and
- Promoting increased density through by providing an increased range of transportation options and improving the connectivity of the overall transportation network (Section 5.3, Goal 2)

B. Consistency with Goals in the Forks MPO 2045 Transportation Plan (2019)

Transportation-related goals in the East Grand Fork 2045 Land Use Plan were reviewed to determine consistency with applicable goals in the Forks MPO's 2045 Transportation Plan. The five applicable goals from the Forks MPO Plan are listed in **Table 3**.

Table 3: Forks MPO 2045 Transportation Plan Goals

Forks MPO Goal	Goal Statement
Goal 3. Accessibility and Mobility	Increase accessibility and mobility for people and freight by providing more transportation options.
Goal 5. Integration and Connectivity	Enhance integration and connectivity of the transportation system across and between modes for people, freight, and housing; particularly affordable housing located close to transit.
Goal 6. Efficient System Management	Promote efficient system management and operation by increasing collaboration among federal, state, and local government to better target investments and improve accountability.
Goal 7. System Preservation	Emphasize preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes, and protect rural landscape.
Goal 8. Safety	Increase safety of the transportation system for motorized and nonmotorized uses.

Table 4 details consistency of the transportation-related goals in the East Grand Fork 2045 Land Use Plan to the five applicable goals from the Forks MPO's 2045 Transportation Plan.

As shown in **Table 4**, most of the goals and policies in the East Grand Forks 2045 Land Use Plan are consistent with the five goals from the Forks MPO's Plan. The one goal in the Forks MPO's plan that is not as robustly reflected in the East Grand Forks 2045 Land Use Plan, is: safety (Goal 8 from the MPO's Plan). The MPO's safety goal addresses enhancing road safety for motorists and non-motorists.

Safety is included in two of the city's 2045 transportation-related policies under "Section 5.2 General Land Use Goals and Policies":

- Policy 4.d emphasizes development of a safe, reliable, and economical transportation system that varies in transportation options for its residents
- Policy 4.f which recommends the use of "complete streets" policies to help develop a safe, reliable, and economical transportation system that is multimodal and accessible to all age groups.

WSB recommends adding a specific transportation safety goal or policy that would demonstrate the city's commitment to enhance roadway safety for motorists and non-motorists. This would also better align the city's goals with the Forks MPO Plan.

Table 4 - Comparison of Forks MPO's Goals to 2045 Transportation-Related Goals and Policies

	<i>Applicable MPO Transportation Goals & Consistency with EGF's Transportation-Related Goals and Policies</i>					Notes
	Goal 3: Accessibility and Mobility	Goal 5: Integration and Connectivity	Goal 6: Efficient System Management	Goal 7: System Preservation	Goal 8: Safety	
	<i>Increase accessibility and mobility for people and freight by providing more transportation options.</i>	<i>Enhance integration and connectivity of the transportation system across and between modes for people, freight, and housing; particularly affordable housing located close to transit.</i>	<i>Promote efficient system management and operation by increasing collaboration among federal, state, and local government to better target investments and improve accountability.</i>	<i>Emphasize preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes, and protect rural landscape.</i>	<i>Increase safety of the transportation system for motorized and non-motorized uses.</i>	
Section 5.2 General Land Use Goals & Policies						
Goal 1: Develop and implement a cohesive city-wide land use pattern that ensures compatibility and functional relationships between uses.	NA	NA	Yes	Yes	NA	
Policy 1.f: Incompatible and inappropriate land uses shall be properly regulated and slowly redeveloped when possible, so that conflicts are minimized. This shall be achieved through the use of natural and man-made physical barriers (i.e., topography, drainage ways, transportation routes, etc.), landscape screening, and/or property physical orientation of lots and buildings.	NA	NA	Yes	NA	NA	
Goal 2: Advocate development that is accompanied by a sufficient level of support services and facilities (roads, utilities, infrastructure, storm water management systems, parking, access, sidewalks, etc.).	Yes	Yes	Yes	Yes	NA	Consider adding or editing the elements on the list of support services and facilities: <ul style="list-style-type: none"> • Adding: smart transportation technologies, electric vehicle charging stations • Adding: transit facilities • Either edit sidewalks to non-motorized transportation facilities; or adding trails and bikeways
Policy 2.b: Create a highly efficient transportation system by promoting connectivity, enforcing access management and utilizing other transportation planning practices throughout the development review process.	Yes	Yes	Yes	Yes	NA	Consider editing to expand the concept of connectivity, possibly "enhancing connectivity between modes." This would bring a more multimodal focus.
Policy 2.c: Plan public infrastructure improvements in a manner that is compatible with the planned near, mid, and long term growth timeframes of this plan.	Yes	Yes	Yes	Yes	NA	

	Applicable MPO Transportation Goals & Consistency with EGF's Transportation-Related Goals and Policies					Notes
	Goal 3: Accessibility and Mobility	Goal 5: Integration and Connectivity	Goal 6: Efficient System Management	Goal 7: System Preservation	Goal 8: Safety	
	<i>Increase accessibility and mobility for people and freight by providing more transportation options.</i>	<i>Enhance integration and connectivity of the transportation system across and between modes for people, freight, and housing; particularly affordable housing located close to transit.</i>	<i>Promote efficient system management and operation by increasing collaboration among federal, state, and local government to better target investments and improve accountability.</i>	<i>Emphasize preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes, and protect rural landscape.</i>	<i>Increase safety of the transportation system for motorized and non-motorized uses.</i>	
Section 5.2 General Land Use Goals & Policies						
Goal 4: Plan for the current and future transportation needs of the community as growth occurs	Yes	Yes	Yes	Yes	NA	
Policy 4.a: Encourage, to the extent possible, the implementation of measures outlined in the adopted Long Range Transportation Plan for the region.	Yes	Yes	Yes	Yes	NA	
Policy 4.b: Reserve roadway right-of-way based on the transportation needs of the City, as identified in the adopted Long Range Transportation Plan, if possible through the platting process.	Yes	Yes	Yes	Yes	NA	
Policy 4.c: Promote roadway connectivity through the implementation of the East Grand Forks future road map.	Yes	Yes	Yes	Yes	NA	Consider editing to include non-motorized users.
Policy 4.d: Provide opportunities for residents to utilize a variety of transportation choices through the investigation or review of complete streets guidelines to be possibly implemented in the development of safe, reliable, and economical transportation systems.	Yes	Yes	Yes	Yes	Yes	Consider expanding the idea of connectivity to transportation network connectivity, to capture all modes.
Policy 4.e: Continue the installation of sidewalks along new roadways in accordance with existing ordinances.	Yes	Yes	Yes	Yes	NA	Consider editing to expand the range of multi-modal options beyond sidewalks (e.g., pedestrian and bicycle facilities) to allow for flexibility in identifying the best fit for the context of the area for both new and reconstruction.

	Applicable MPO Transportation Goals & Consistency with EGF's Transportation-Related Goals and Policies					Notes
	Goal 3: Accessibility and Mobility	Goal 5: Integration and Connectivity	Goal 6: Efficient System Management	Goal 7: System Preservation	Goal 8: Safety	
	<i>Increase accessibility and mobility for people and freight by providing more transportation options.</i>	<i>Enhance integration and connectivity of the transportation system across and between modes for people, freight, and housing; particularly affordable housing located close to transit.</i>	<i>Promote efficient system management and operation by increasing collaboration among federal, state, and local government to better target investments and improve accountability.</i>	<i>Emphasize preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes, and protect rural landscape.</i>	<i>Increase safety of the transportation system for motorized and non-motorized uses.</i>	
Section 5.2 General Land Use Goals & Policies						
Policy 4.f: Promote the use of varied forms of transportation by all age groups by developing walkable neighborhoods which incorporate pedestrian and bicycle connectivity consistently with Safe Routes to School and other transportation initiatives. Use “complete streets” policies as a guide for developing safe, reliable, and economical transportation systems that support travel by a variety of means.	Yes	Yes	Yes	NA	Yes	
Section 5.3 Growth Management						
Goal 2: Promote increased density and compact development within East Grand Forks.	Yes	Yes	Yes	Yes	NA	

C. Consistency with Sustainability Framework and Federal Ladders of Opportunities

Transportation-related goals were reviewed to determine consistency with and support of the Federal Highway Administration’s (FHWA) Sustainability Framework and the U.S. Department of Transportation’s (USDOT) Ladders of Opportunities. The Sustainability Framework and the Ladders of Opportunities support creating communities that are livable, sustainable, and economically flourishing. FHWA’s sustainability framework and USDOT’s Ladders of Opportunities are listed in **Table 5**.

Table 5: FHWA’s Sustainability Framework & USDOT’s Ladders of Opportunities

FHWA’s Sustainability Framework	“Sustainability aims to satisfy basic social and economic needs, both present and future, by promoting the responsible use of natural resources, all while maintaining or improving the well-being of the environment on which life depends” (FHWA)
Ladders of Opportunities (USDOT)*	<ul style="list-style-type: none">• Enhance access to work• Provide more transportation choices• Support existing communities• Support economic opportunities• Support partnerships

**Ladders of Opportunities are currently being revisited by USDOT. The updated Ladders of Opportunities may differ from the five items currently listed (April 2021).*

As shown in **Table 6**, current transportation-related goals and policies in the East Grand Forks 2045 Land Use Plan are generally consistent with the Sustainability Framework and the Ladders of Opportunities and that the city is committed to creating a livable, sustainable, and economically successful community. WSB recommends some wording changes to some of the existing policies to better align with the Sustainability Framework and Ladders of Opportunities.

Table 6 - Comparison of Sustainability Framework and Ladders of Opportunities to 2045 Transportation-Related Goals and Policies

	<i>Consistency with EGF's Transportation-Related Goals and Policies</i>		<i>Notes</i>
	Sustainability Framework	Ladders of Opportunity	
Section 5.2 General Land Use Goals & Policies			
Goal 1: Develop and implement a cohesive city-wide land use pattern that ensures compatibility and functional relationships between uses.	Yes	Yes	
Policy 1.f: Incompatible and inappropriate land uses shall be properly regulated and slowly redeveloped when possible, so that conflicts are minimized. This shall be achieved through the use of natural and man-made physical barriers (i.e. topography, drainage ways, transportation routes, etc.), landscape screening, and/or property physical orientation of lots and buildings.	Yes	Yes	
Goal 2: Advocate development that is accompanied by a sufficient level of support services and facilities (roads, utilities, infrastructure, storm water management systems, parking, access, sidewalks, etc.).	Yes	Yes	Plan for future transportation that is changing with the trend (i.e. integration of multimodal transportation system) Consider expanding the idea of connectivity to transportation network connectivity, to capture all modes.
Policy 2.b: Create a highly efficient transportation system by promoting connectivity, enforcing access management and utilizing other transportation planning practices throughout the development review process.	Yes	Yes	
Policy 2.c: Plan public infrastructure improvements in a manner that is compatible with the planned near, mid, and long term growth timeframes of this plan.	Yes	Yes	
Goal 4: Plan for the current and future transportation needs of the community as growth occurs.	Yes	Yes	
Policy 4.a: Encourage, to the extent possible, the implementation of measures outlined in the adopted Long Range Transportation Plan for the region.	Yes	Yes	
Policy 4.b: Reserve roadway right-of-way based on the transportation needs of the City, as identified in the adopted Long Range Transportation Plan, if possible through the platting process.	NA	Yes	
Policy 4.c: Promote roadway connectivity through the implementation of the East Grand Forks future road map.	NA	Yes	

	<i>Consistency with EGF's Transportation-Related Goals and Policies</i>		<i>Notes</i>
	Sustainability Framework	Ladders of Opportunity	
Section 5.2 General Land Use Goals & Policies			
Policy 4.d: Provide opportunities for residents to utilize a variety of transportation choices through the investigation or review of complete streets guidelines to be possibly implemented in the development of safe, reliable, and economical transportation systems.	Yes	Yes	Consider adding a new policy, or adding language to an existing policy that supports providing alternative modes of transportation that would specifically benefit more compact urban forms and mixed use developments.
Policy 4.e: Continue the installation of sidewalks along new roadways in accordance with existing ordinances.	Yes	Yes	Consider editing to expand the range of multi-modal options beyond sidewalks (e.g., pedestrian and bicycle facilities) to allow for flexibility in identifying the best fit for the context of the area for both new and reconstruction.
Policy 4.f: Promote the use of varied forms of transportation by all age groups by developing walkable neighborhoods which incorporate pedestrian and bicycle connectivity consistently with Safe Routes to School and other transportation initiatives. Use "complete streets" policies as a guide for developing safe, reliable, and economical transportation systems that support travel by a variety of means.	Yes	Yes	Consider adding "sustainable" to the list: "safe, reliable, and economical." Consider expanding on the "travel by a variety of means" to include examples (e.g., passenger vehicles, freight, non-motorized transportation, etc.).
Section 5.3 Growth Management			
Goal 2: Promote increased density and compact development within East Grand Forks.	Yes	Yes	Consider adding a new policy, or adding language to an existing policy that supports providing alternative modes of transportation that would specifically benefit more compact urban forms and mixed use developments.

D. Public Comments

As part of the East Grand Forks 2050 Land Use Plan public engagement process a survey was posted asking members of the public to provide input on a variety of topics, including on the goals and policies in the East Grand Forks 2045 Land Use Plan. The online survey was conducted between February 2021 and March 2021. Survey participants were self-selected. Additionally, goals and policies were discussed at a Grand Forks and East Grand Forks Chamber of Commerce meeting held on February 25, 2021. Comments relevant to the transportation system are summarized below:

- Enhance bikeability/walkability by eliminating gaps in the sidewalk and bicycle network, constructing more facilities designated for non-motorists, and expanding the nonmotorized transportation network
- Preserve and better maintain roadway pavement condition
- Improve roadway safety for motorists and non-motorists
- Reduce air and noise pollution along main highway corridors within the city

Stakeholder feedback is consistent with the city's existing transportation related goals and policies. The most reoccurring comments are related to mobility, safety, and enhancements to the non-motorized transportation network (including eliminating gaps, expanding the existing sidewalk and bicycle network, adding recreational uses, and improving intersection safety for all users).

The City recognizes the importance of having an integrative transportation system for motorists and non-motorists. WSB recommends edits and additions to the existing transportation related goals to expand and clarify initiatives aimed at expanding and eliminating gaps in the non-motorized transportation network.

2. Recommendations

Considerations from the review of existing plans, programs, principles, community input, technological advances, and other changes/trends were used to develop recommendations to transportation-related goals and policies for the East Grand Forks 2050 Land Use Plan. **Table 7** details the recommendations to retain, remove, edit, or add a new goal or policy. A summary themes addressed by potential changes to goals and policies is provided below.

Broader Recognition of Roadway Users: Motorists and Non-Motorists

Roadways are used to transport people, goods, and services. To be more inclusive of the various roadway users, WSB recommends incorporating freight and transit into the city's goals and policies. This is consistent with the Forks MPO's goals (**Table 3**) as well as the FHWA's Sustainability Framework & USDOT's Ladders of Opportunities (**Table 5**). Policy recommendations in **Table 7** incorporate a broader recognition of roadway users (see Reference Numbers 3, 4, 6, and 9).

Broader Range of Non-motorized Transportation Options

The 2045 transportation-related land use goals and policies generally refer to "sidewalks" when referring to non-motorized transportation. Sidewalks generally accommodate pedestrians, but not bicyclists, at least the more advanced/skilled cyclists. The WSB team recommends using broader language (e.g., non-motorized transportation facilities or similar) to provide flexibility in determining the type of facility that best meets the needs and context of particular neighborhoods, transportation desires, and primary users.

This recommendation is consistent with comments received in the survey, in which numerous respondents requested enhanced walkability and bikeability. It is also consistent with the

Forks MPO's goals (**Table 3**) as well as the USDOT's Ladders of Opportunities (**Table 5**). Policy recommendations in **Table 7** incorporate a broader range of non-motorized transportation options (see Reference Numbers 3, 4, 6, 9, and 11).

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Table 7 - Possible Revisions or Additions of Transportation-Related Goals for 2050 East Grand Forks Land Use Plan

Ref. Number	Existing Transportation Related Goals and Policies	Policy and Goal Recommendation (Retain, Remove, Edit, or New)?	Policy and Goal Recommendations	Explanation	Notes
Section 5.2 General Land Use Goals & Policies					
1	Goal 1: Develop and implement a cohesive city-wide land use pattern that ensures compatibility and functional relationships between uses.	Retain	NA	NA	
2	Policy 1.f: Incompatible and inappropriate land uses shall be properly regulated and slowly redeveloped when possible, so that conflicts are minimized. This shall be achieved through the use of natural and man-made physical barriers (i.e. topography, drainage ways, transportation routes, etc.), landscape screening, and/or property physical orientation of lots and buildings.	Retain	NA	NA	
3	Goal 2: Advocate development that is accompanied by a sufficient level of support services and facilities (roads, utilities, infrastructure, storm water management systems, parking, access, sidewalks, etc.).	Edit & New policy	<p><i>(revision) Advocate development that is accompanied by a sufficient level of support services and facilities (roads, utilities, infrastructure, storm water management systems, parking, access, non-motorized transportation facilities, electrical vehicle charging stations, transit facilities/stations, smart transportation facilities, etc.).</i></p> <p><i>(new policy) Continue to develop a multimodal transportation system that enhances access to various types of land uses, developments, economic growth opportunities, and affordable housing that would help meet social and economic needs of East Grand Forks residents.</i></p> <p><i>(new policy) Continue efforts to eliminate gaps and expand the existing non-motorized transportation network to enhance connectivity between neighborhoods, communities, and various land uses.</i></p> <p><i>(new policy) Continue to consider freight activities within areas with freight generating activities and in high-density areas.</i></p>	<p>Consider editing the existing goal to be more inclusive of all forms of non-motorized transportation as well as future technologies that may impact the current transportation system/network (e.g., vehicle charging stations and smart transportation facilities)</p> <p>Consider adding policies under Goal 2 to promote connectivity between land uses and to eliminate gaps in the non-motorized transportation network. Both of these items were common themes received from survey responses.</p>	Consider recommending that the Forks MPO include a goal to enhance smart transportation facilities and electrical vehicle charging stations, as these technologies are becoming more prevalent throughout the country.
4	Policy 2.b: Create a highly efficient transportation system by promoting connectivity, enforcing access management and utilizing other transportation planning practices throughout the development review process.	Edit	<i>(revision) Create a highly efficient transportation system by promoting connectivity, enforcing access management, exploring and implementing advanced transportation technology, and utilizing other transportation planning practices throughout the development review process for motorists, non-motorists, and freight activities.</i>	Consider editing to include element that address motorists and non-motorists to be more multimodal faceted.	
5	Policy 2.c: Plan public infrastructure improvements in a manner that is compatible with the planned near, mid, and long term growth timeframes of this plan.	Retain	NA	For consistency with the Forks MPO's goals, consider implementing a stand alone safety policy applicable to all modes.	Potentially consider revising the policy to add "(i.e. roadways, multiuse trails, sidewalks, bike lanes, etc.)"
6	Goal 4: Plan for the current and future transportation needs of the community as growth occurs	New Policy	<i>(new policy) Build an environment that helps promote transportation corridor safety for motorized and non-motorized users and freight activities.</i>	NA	
7	Policy 4.a: Encourage, to the extent possible, the implementation of measures outlined in the adopted Long Range Transportation Plan for the region.	Retain	NA	NA	
8	Policy 4.b: Reserve roadway right-of-way based on the transportation needs of the City, as identified in the adopted Long Range Transportation Plan, if possible through the platting process.	Retain	NA	NA	
9	Policy 4. c: Promote roadway connectivity through the implementation of the East Grand Forks future road map.	Edit	<i>(revision) Promote roadway connectivity across and between modes for people, goods (i.e. freight), and services, through the implementation of the East Grand Forks planned maps for motorist and non-motorists(i.e. trails, bike lanes, sidewalks, etc.).</i>	Consider editing to include all non-motorized users and various modes of motorized transportation.	

Ref. Number	Existing Transportation Related Goals and Policies	Policy and Goal Recommendation (Retain, Remove, Edit, or New)?	Policy and Goal Recommendations	Explanation	Notes
Section 5.2 General Land Use Goals & Policies					
10	Policy 4.d: Provide opportunities for residents to utilize a variety of transportation choices through the investigation or review of complete streets guidelines to be possibly implemented in the development of safe, reliable, and economical transportation systems.	Retain	NA	NA	
11	Policy 4.e: Continue the installation of sidewalks along new roadways in accordance with existing ordinances.	Edit	<i>(revision) Continue the installation of non-motorized transportation facilities along new roadways in accordance with existing ordinances.</i>	Recommending replacing "sidewalks" to "non-motorized transportation facilities" or "sidewalks, trails, and bicycle facilities." Sidewalks don't accommodate bicycles. Using a different term provides more flexibility for identifying the facility type that best fits the area's context as well as the needs of the potential users.	
12	Policy 4.f: Promote the use of varied forms of transportation by all age groups by developing walkable neighborhoods which incorporate pedestrian and bicycle connectivity consistently with Safe Routes to School and other transportation initiatives. Use "complete streets" policies as a guide for developing safe, reliable, and economical transportation systems that support travel by a variety of means.	Edit	<i>(revision) Promote the use of various modes of transportation for all age groups by developing walkable neighborhoods which incorporate non-motorized connectivity consistent with Safe Routes to School and other transportation initiatives. Use "complete streets" policies as a guide for developing safe, reliable, economical, and sustainable transportation systems that support travel by a variety of means (i.e. passenger vehicles, freight, non-motorized transportation, etc.).</i>	Added "sustainable" to be consistent with FHWA's Sustainability Framework; also added multimodal elements.	
13	NA	New goal and policy	<i>(new policy) Incorporate transportation network resilience by being aware of potential risks and management strategies to be prepared for disasters, including extreme weather events, that could impact the transportation infrastructure and the ability of the public to travel.</i>	Consider putting the proposed transportation resilience policy under a broader land use resilience goal, that addresses all aspects of resiliency, including economics and social.	The recommended new policy is transportation focus. WSB recommends the City to develop a broader resiliency goal that covers other areas of land use.
Section 5.3 Growth Management					
14	Goal 2: Promote increased density and compact development within East Grand Forks.	New policy	<i>(new policy) As opportunities arise, support transportation options that benefit increased density, including transit-oriented development and non-motorized transportation features, to improve social and economic needs of all members of the communities.</i>	Added policy to support the addition of transportation elements that benefit increased density.	

Safety

While the current transportation-related goals and policies promote general transportation system safety, WSB recommends that the City of East Grand Forks adopt a standalone safety policy that focuses on roadway safety for motorized and non-motorized travelers. The City of East Grand Forks has several roadway safety initiatives in place and addresses safety issues in many projects. Adding a standalone safety policy would emphasize the City's ongoing efforts and commitment to provide its community access to a safe transportation network. A safety goal or policy is consistent with the Forks MPO's goals (**Table 3**). A new policy recommendation in Reference Number 6 in **Table 7** has been made to address safety for all users.

Integration and Connectivity of the Transportation System

WSB recommends that the City of East Grand Forks include a goal or policy that acknowledges the importance of the integration and connectivity of all elements in the city's transportation network. An integrated and connected transportation system would improve mobility options for all regardless of physical abilities, access to personal vehicles, age, etc.

A focus on connectivity would place an emphasis on ensuring that key links in the transportation network are made to allow individuals to safely and directly complete trips to common destinations, regardless of mode of travel. The integration of transportation and land use planning improves access to jobs, community services, medical care, recreational opportunities, affordable housing, schools, etc. This is consistent with the Forks MPO's goals (**Table 3**), as well as the USDOT's Ladders of Opportunities (**Table 5**). Policy recommendations in **Table 7** are intended to encourage and promote the integration and connectivity of the transportation system (see Reference Numbers 11, 12, 13, and 14).

Future Technology and Roadway Infrastructural Innovations

Transportation technology is advancing rapidly. The East Grand Forks 2050 Land Use Plan should reflect the city's commitment to keep pace with or be in front of technological advancements in relation to transportation and land use. With electrical vehicles becoming more common, the City of East Grand Forks may wish to consider including a goal or policy that would reserve space to install charging stations for electric vehicles. The city may also consider how to respond to emerging technologies to demonstrate readiness to adapt to technological advancements (e.g. connected and automated vehicles [CAV] as discussed in MnDOT's *Connected and Automated Vehicle Strategic Plan [July 2019]*). Policy recommendations in Reference Numbers 3 and 4 in **Table 7** are intended to reflect future technology and roadway infrastructural innovations impacting transportation and land use planning in East Grand Forks.

Goals and Policies Addressing Sustainability and Ladders of Opportunities

The City of East Grand Forks is dedicated to creating a community that meets the needs of all residents, now and into the future. WSB recommends the city adopt a policy that exemplifies its efforts to use transportation and land use planning to enhance the current and future social and economic wellbeing of its residents and businesses. By providing better and equal opportunity for access to jobs, housing, schools, medical care, employees, and other resources, the City of East Grand Forks can continue to preserve natural resources and protect the environment while addressing community social and economic needs. Policy recommendations in **Table 7** support FHWA's sustainability and USDOT's Ladders of Opportunities frameworks (see Reference Numbers 3, 12, and 14).

Goals and Policies Addressing Resiliency of Infrastructure, Including the Transportation Network

Severe weather events and other disasters can cause community disruption. Creating a resilient community requires, in part, assessing the vulnerability of transportation infrastructure and systems to extreme weather and climate effects (source: *Vulnerability Assessment and Adaptation Framework, third edition, FHWA Office of Planning, Environment & Realty*, December 2017). Historic flooding events in East Grand Forks makes this community especially aware of the need to assess for vulnerabilities and establish risk management strategies to minimize and mitigate the potential effects of disasters. WSB suggests that East Grand Forks consider adding a specific goal or policy aimed at continuously improving upon the community's resiliency. A policy recommendation in Reference Number 13 in **Table 7** has been developed to address economic and environmental resiliency.

3. Next Steps

Please review this information and provide feedback on the recommended revisions to the existing transportation goals and policy.

DRAFT