

City of Grand Forks Complete Street Policy

Vision

The Vision of the Grand Forks Complete Streets Policy (Policy) is to create a comprehensive, integrated, well-connected, and sustainable transportation network. The Policy balances: access, mobility, needs of all users (regardless of age or abilities), adjacent land uses, and the availability of funding. The citywide transportation network (Network) seeks to promote safety, convenience, and a variety of transportation options that encourage healthy lifestyle choices and a sustainable, more livable community.

Users and Mode

The Policy provides a framework for a safe, accessible, convenient, comfortable, and well-connected Network through innovative design, operation, and maintenance for all users. Users include individuals of all ages and abilities, motorists, pedestrians, people requiring mobility aids, bicyclists, transit users, emergency responders, freight carriers, agricultural vehicles, emergency vehicles and others.

Projects and Phases

The City is committed to implementing the Policy; however it recognizes that because of various constraints, exceptions will occur. The City Engineer/City Planner uses the Complete Streets Checklist to document and review each project and determine if a facility is subject to a known exception. The citizen advisory committee on bicycle, pedestrian and Greenway facilities will be notified of approved and exceptions that are made and will also be notified of any public comment period. Known exceptions include:

- Where users, such as pedestrians or bicyclists, are prohibited by law.
- Routine maintenance of the Network that does not change the roadway geometrics or functional operations, such as street sweeping, mowing and minor repairs.
- Where an equivalent project along the same corridor is programmed that will provide the needed infrastructure or facilities.
- Where the cost of Complete Streets element is excessively disproportionate to the need or probable use based on the federal cost-benefit analysis guidelines.
- Where there will be significant or adverse impacts to the environment, historical areas, streams, flood plains, wetlands, remnants of native vegetation, steep slopes, or other critical areas.

- Where the facility would conflict with the City's Ordinance, Resolutions or of City Council direction.
- Where the required facility, such as sidewalks or trails that do not connect to the existing Network Installation, will be determined at a later date.

Network

The intent of the Policy is to create an accessible, cohesive, integrated, connected and user-friendly transportation network for the City of Grand Forks. The Network will seek to be fiscally sustainable including pedestrians, bicyclists, transit and vehicular motorists. The intent is to also provide a balance between access, mobility, health and safety, motorists, transit users, bicyclists, and pedestrians of all ages and abilities, with emphasis places on accessibility for users of all abilities and ages. Accessibility elements include but are not limited to accessible ramps and traffic signal enhancements for the visually and audibly impaired. The desire for a fully integrated system will be facilitated through planning, funding, designing, constructing, managing, and maintaining a multi-modal network.

Jurisdiction

It is a goal of the City to plan, implement and maintain the Network of streets where the city has primary jurisdiction. Other entities that have primary jurisdiction on streets within the city limits will also be encouraged to implement the Policy. These entities include but are not limited to: North Dakota Department of Transportation, University of North Dakota, Grand Forks Public Schools, and Grand Forks Park District.

Design

The City seeks to follow principle design and construction standards by using various recognized national and local engineering standards. The Policy recognizes the need for design flexibility to balance users' needs in context. Projects requiring public review shall be processed through the City's established public review/comment process and/or other methods. Solicitation for project comments will be sent to the citizen advisory committee on bicycle, pedestrian and Greenway facilities.

Context Sensitivity

During the planning and design phase of each City project, the City will seek to follow Complete Streets design principles to the greatest extent possible. Context sensitivity may include but are not limited to sizing and types of facilities, buffer areas and user's

abilities. The intent is to preserve and enhance scenic, aesthetic, historical, and environmental resources while improving and/or maintain safety, mobility, and infrastructure conditions for all users of the transportation system.

Performance Standards

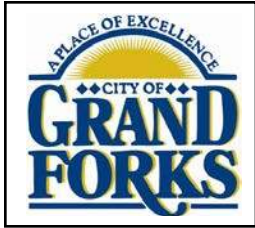
The Engineering and Planning Departments shall annually evaluate the Complete Streets Policy. Items included in the annual reports may include items such as: linear-feet of sidewalks/multiuse paths added to the system, number of ADA ramps installed, projects reviewed, existing facilities upgraded and other milestones.

Implementation

The City will seek to incorporate the Policy into future work efforts. This will include but not be limited to the review of land development/planning projects, street construction projects, keeping existing facilities in a state of good repair, advocating Complete Streets, pursuing various sources of funding and by participating in partnerships with various stakeholders. Stakeholders include, but are not limited to: North Dakota Department of Transportation, the Federal Highway Administration, the University of North Dakota, Grand Forks Public Schools, Grand Forks Park District, Safe Kids, GF/EGF MPO, adjacent jurisdictions, citizens, advocacy groups, businesses, and other interested parties.

Appendix

The City strives to provide the most appropriate, sustainable, and fiscally responsible transportation system. The Policy supports the typical street standards based on the intended use and purpose of each street, and recognize there can be exceptions based on the specific needs of the street. Standards and City Ordinances have been developed to achieve a traffic distribution system that provides for freight delivery in an efficient manner and at the same time, protects residential areas from inappropriate vehicles. The City is proud to note that the typical street sections are currently being used and have been for many years. These street sections include a variety of context sensitive requirements and can include: sidewalks, multi-use paths, bike lanes, transit stops, bus bays, street lighting, and other amenities that support the Complete Streets Policy and individual mobility. Through Dial-a-Ride and other programs, the City also provides and supports door-to-door transportation for users that cannot be accommodated by the typical transportation system.



COMPLETE STREETS CHECKLIST

Project Name/Number _____

Prepared by: _____

Title _____ Date _____

Street Characteristics

1. Street Classification.

Local ____ Collector ____ Minor Arterial ____ Principle Arterial ____

2. Primary use of the street.

Residential ____ Commercial ____ Industrial ____ Mixed Use ____ Other ____

3. Type of project review.

New Construction ____ Rehab ____ Reconstruction ____ Site Plan ____

4. What is the condition of the existing sidewalks/multiuse facilities?

Acceptable , will remain ____ Unacceptable/wrong location, will be replaced ____
None, project installed ____ Exempt by ordinance or other ____

5. Are there existing or planned on-street or off-street bicycle facilities?

Yes, will be installed/ replace with project ____ On-street ____ Off- street ____
Yes, will be installed with future project ____ No, not warranted ____

6. Are there existing or planned transit facilities?

Yes, will remain or be modified ____ No, not existing /not planned ____

7. Is on-street parking included in project?

Yes ____ No ____

8. List school(s) within 1/4 mile of project? _____

9. Additional
comments _____

Complete Streets Checklist Features											
Primary Jurisdiction		Facility Feature	Existing		Included		Not Required	Included in City Project		Approved Exception*	
City	State		Y	N	Y	N	V	Proj #	Est Construct Year	Y	N
		ADA Pedestrian/Bicycle Facilities									
		Sidewalks									
		Crosswalks									
		Multi-Use Path									
		Curb Ramps									
		Refuge Island									
		Curb Extensions									
		Way Finding Signage									
		Adjacent Land Use Connection									
		Bike Route Signing									
		Bike Lanes/Signage									
		On-site Bike Racks									
		Transit Facilities									
		Bus Stop with Signing									
		Shelter/Bench									
		Transit Priority for Signal									
		Bus Bay									
		Street Scape									
		Berms									
		Trees/Landscaping									
		Street Lights									
		Street Features									
		Traffic Signal/Beacon									
		Countdown Pedestrian Heads									
		Audible Pedestrian									
		Leading Pedestrian Timing									
		Roundabout									
		Raised Median									
		Pedestrian Refuge									
		Transit Priority Signal									
		Safe Routes To School									
		Beacon									
		School/Crossing Signage									
		Other									
		* Exception Note									
		Notification Sent to:									
		Citizen Advisory Committee									