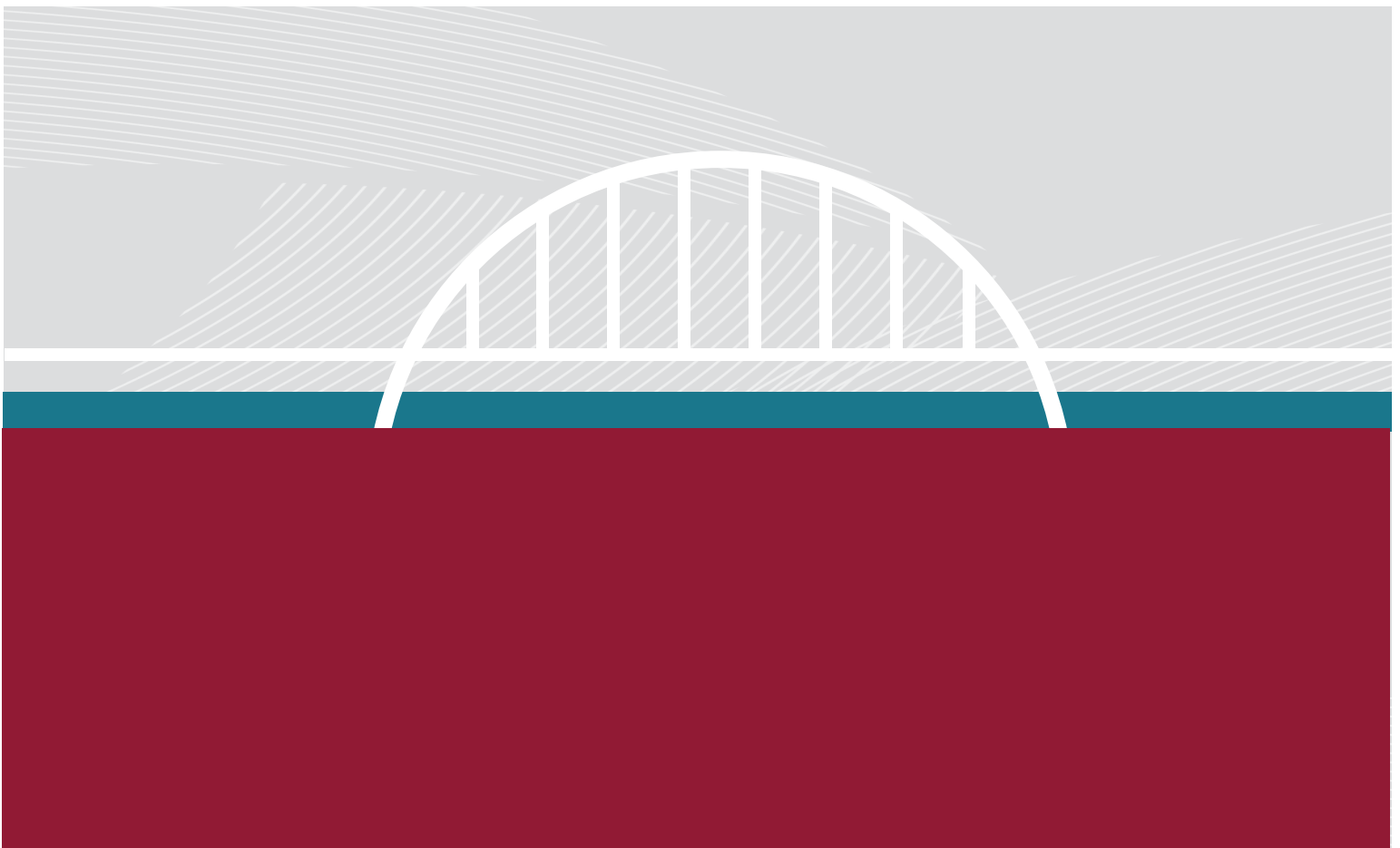


Appendix A

PUBLIC PARTICIPATION

FOR FUTURE BRIDGE TRAFFIC IMPACT STUDY
GRAND FORKS-EAST GRAND FORKS



Appendix A

The following are included in Appendix A, in order:

- Open House #1 Presentation
- Open House #1 Survey Results
- Open House #2 Display Boards
- Open House #2 Presentation
- Open House #2 Survey Results (Online)
- Open House #2 Survey Results (In Person)

Future Bridge Traffic Impact Study

Online Public Open House

JULY 26, 2021 (6:30-7:30 PM)



A map of the Gateway Drive area in a light blue color scheme. The map shows a grid of streets including Gateway Drive, North Washington Street, South Washington Street, and 2nd Avenue South. A winding river is visible on the right side. A white graphic of a bridge with vertical supports is positioned at the bottom center, partially overlapping a dark red horizontal bar at the bottom of the page.

Future Bridge Traffic Impact Study

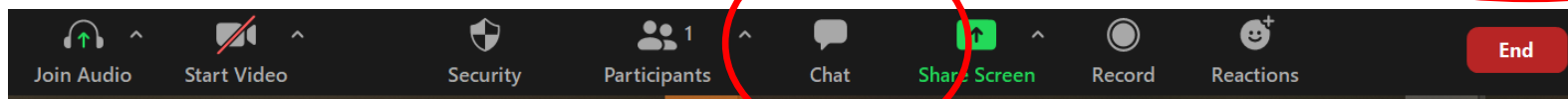
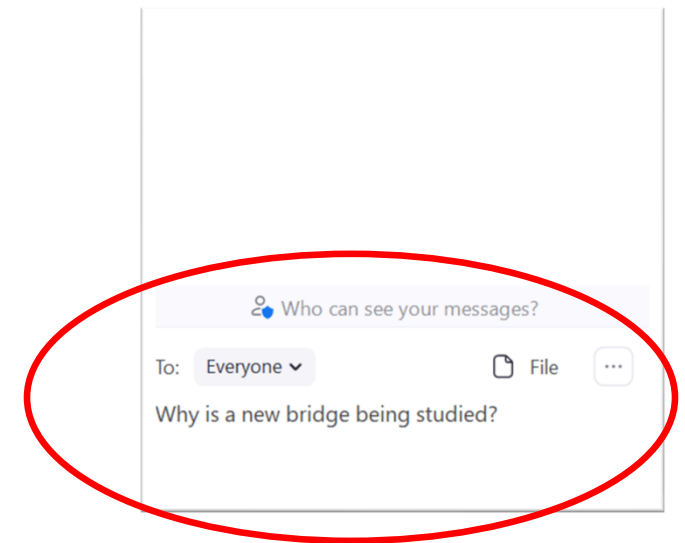
Welcome!

Agenda

TIME	TOPIC
6:30	Welcome (Earl Haugen/Grand Forks-East Grand Forks MPO)
6:35	Bridge Study Presentation (Staff/Alliant Engineering) <ul style="list-style-type: none">• Study Overview• Traffic and Safety Analysis• Project Purpose and Need• Next Steps• Final Discussion, Questions and Answers
7:30	Adjourn

Questions During the Open House?

- Due to group size, participants are muted
- Use Zoom chat feature to comment
- Facilitators will provide responses at break points and at end
- Not able to respond to Facebook chat



- Take online survey www.forks2forksbridge.com/info

A light blue map of a city area, likely Gateway, showing a grid of streets and a winding river. A dark teal banner is overlaid on the left side of the map. At the bottom of the map, a white graphic of a bridge with vertical supports is shown, partially overlapping a dark red horizontal bar.

Future Bridge Traffic Impact Study

Study Overview

Study Overview

- Why this study?
 - Congestion across existing bridges
 - Traffic patterns
- Why now?
 - 2018 Metro Transportation Plan
 - Build 2 Additional Bridges
 - Intra-City and Inter-Regional
 - 2020 Hydraulics Study
 - Studied 3 locations for Intra-City
 - 2 feasible: Elks or 32nd Ave. S.
 - How high? Sorlie -> Point -> NEW -> Kennedy
- Study goals
 - Engage public and stakeholders
 - Understand traffic and related needs
 - Develop and evaluate alternatives
 - Identify next steps





Study Overview

- Schedule



Current Phase

Discovery: March to July 2021

The project team is currently doing analysis to understand existing and future conditions, constraints, and stakeholder needs and concerns.

Public input meeting #1 will occur in July/August 2021



Development: August to September 2021

After the Discovery phase, the project team will develop and evaluate potential crossing and traffic options that respond to the identified issues and needs.

Public input meeting #2 is planned to occur in September 2021



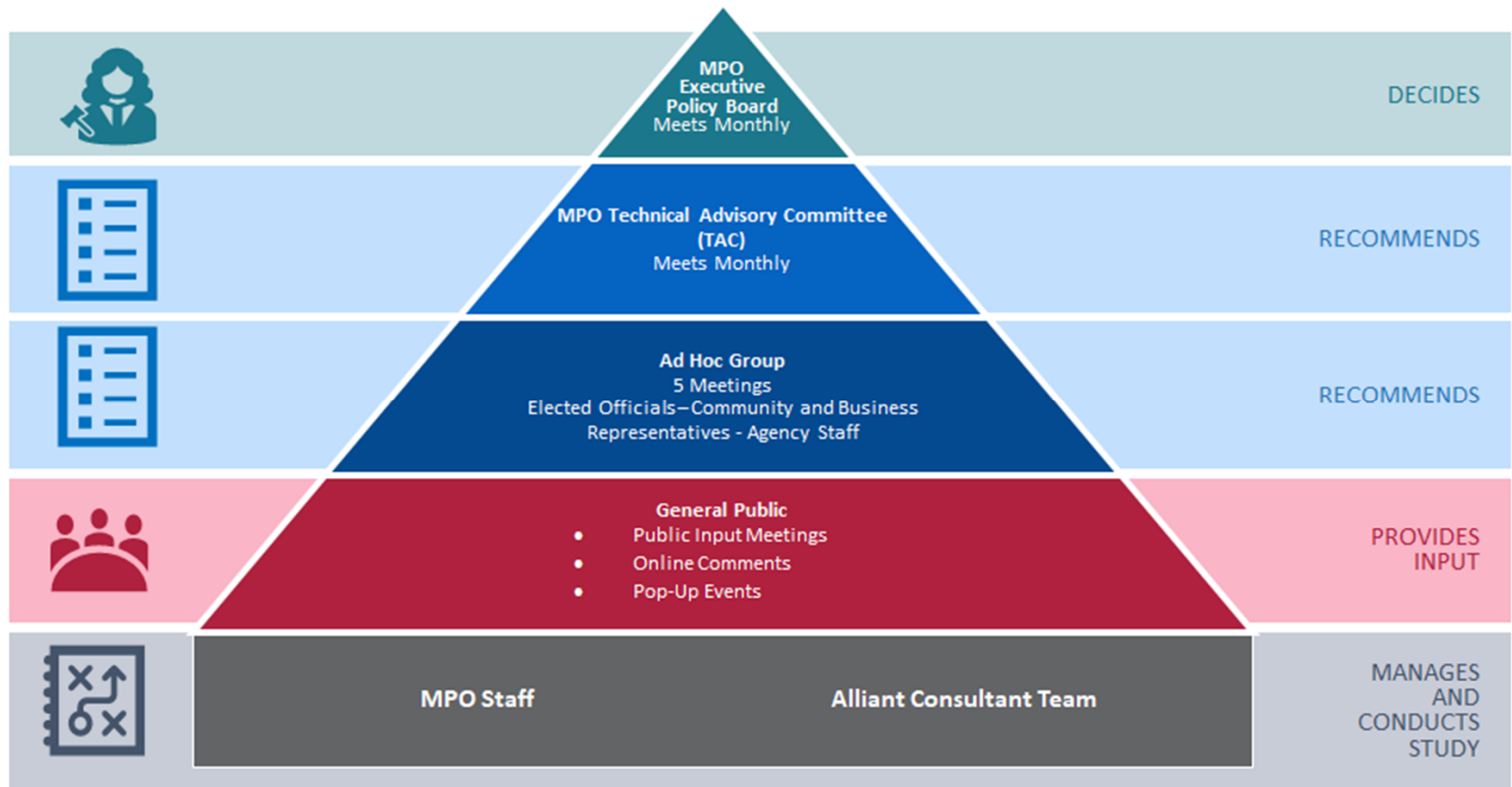
Documentation: October to December 2021

The project team will summarize the study results, identify phasing, and set up the project for the next step.

Public input meeting #3 is planned to occur around October 2021

Study Overview

- Who is involved?



Study Overview

- Ad Hoc Group

- Formed specifically for this study
- Balanced representation
- Includes
 - Elected Officials
 - Community Members
 - Business Reps

Seat	Name
Elected Officials	
Grand Forks City Council – Ward 5	Kyle Kvamme
East Grand Forks City Council – At Large	Brian Larson
Community and Business	
32 nd Avenue Neighborhood (GF)	Eric Hansen
Elks Drive/24 th Ave Neighborhood (GF)	Tanya Kuntz
Near Southside Neighborhood (GF)	Andrew Budke
Rhinehart Neighborhood (EGF)	Zach Bopp
Bygland Neighborhood (EGF)	Craig Wald
Rhinehart Township	John Zavoral
Grand Forks School District Buildings & Grounds	Chris Arnold
Chamber of Commerce (GF Rep)	Josh Brown
Chamber of Commerce (EGF Rep)	Dave Zavoral

A light blue map of a road network, primarily Gateway Drive, with various streets and landmarks labeled. A white graphic of a bridge with vertical supports is positioned at the bottom center, partially overlapping a dark red horizontal bar. The text is overlaid on the map.

Future Bridge Traffic Impact Study

Study Overview

Questions?

A light blue map of a road network, primarily Gateway Drive, with various streets and landmarks labeled. A white graphic of a bridge with vertical supports is positioned at the bottom center, partially overlapping a dark red horizontal bar. The text is overlaid on the map.

Future Bridge Traffic Impact Study

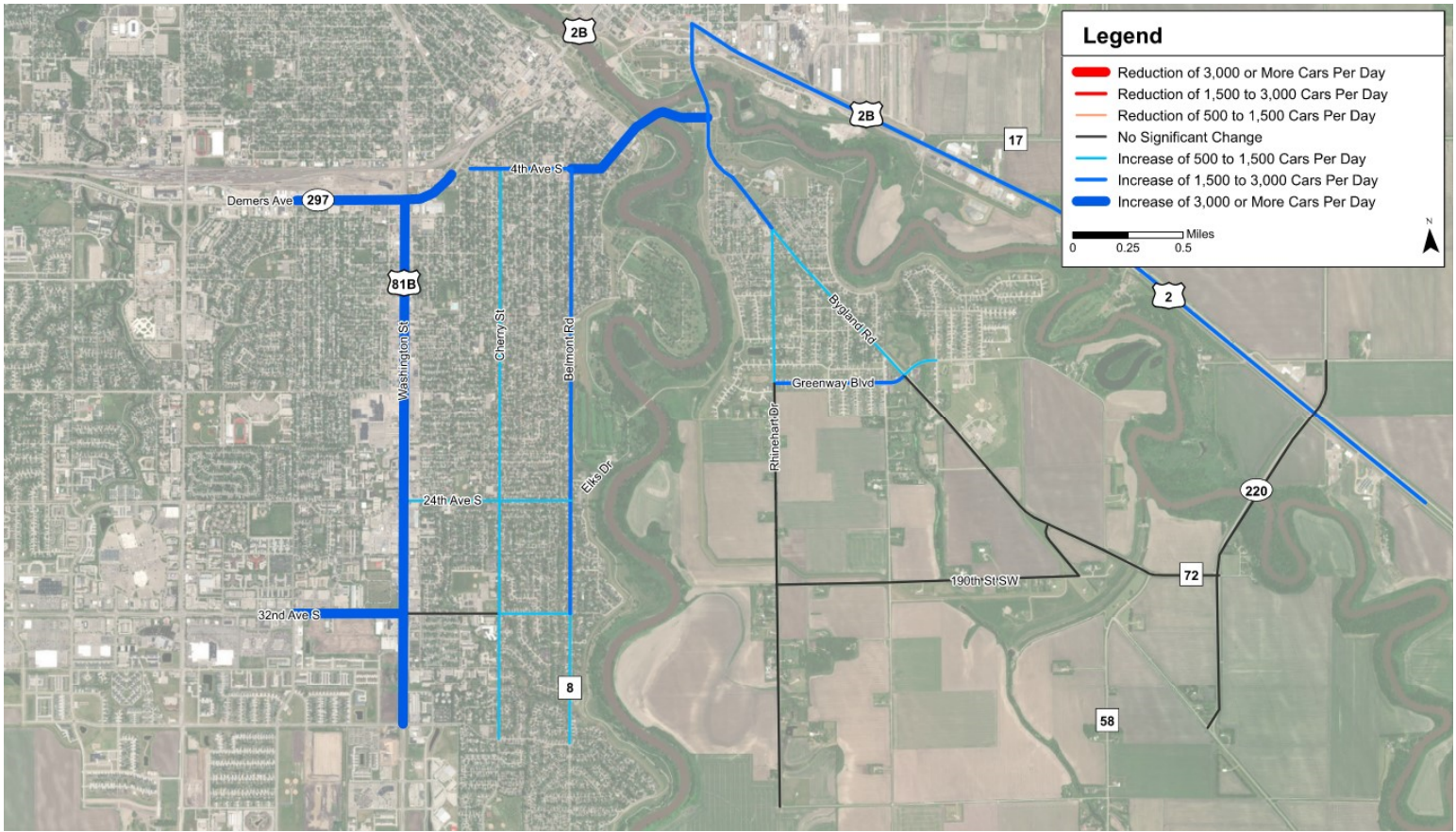
Traffic and Safety Analysis

Existing and Future No Build Traffic Operations and Safety

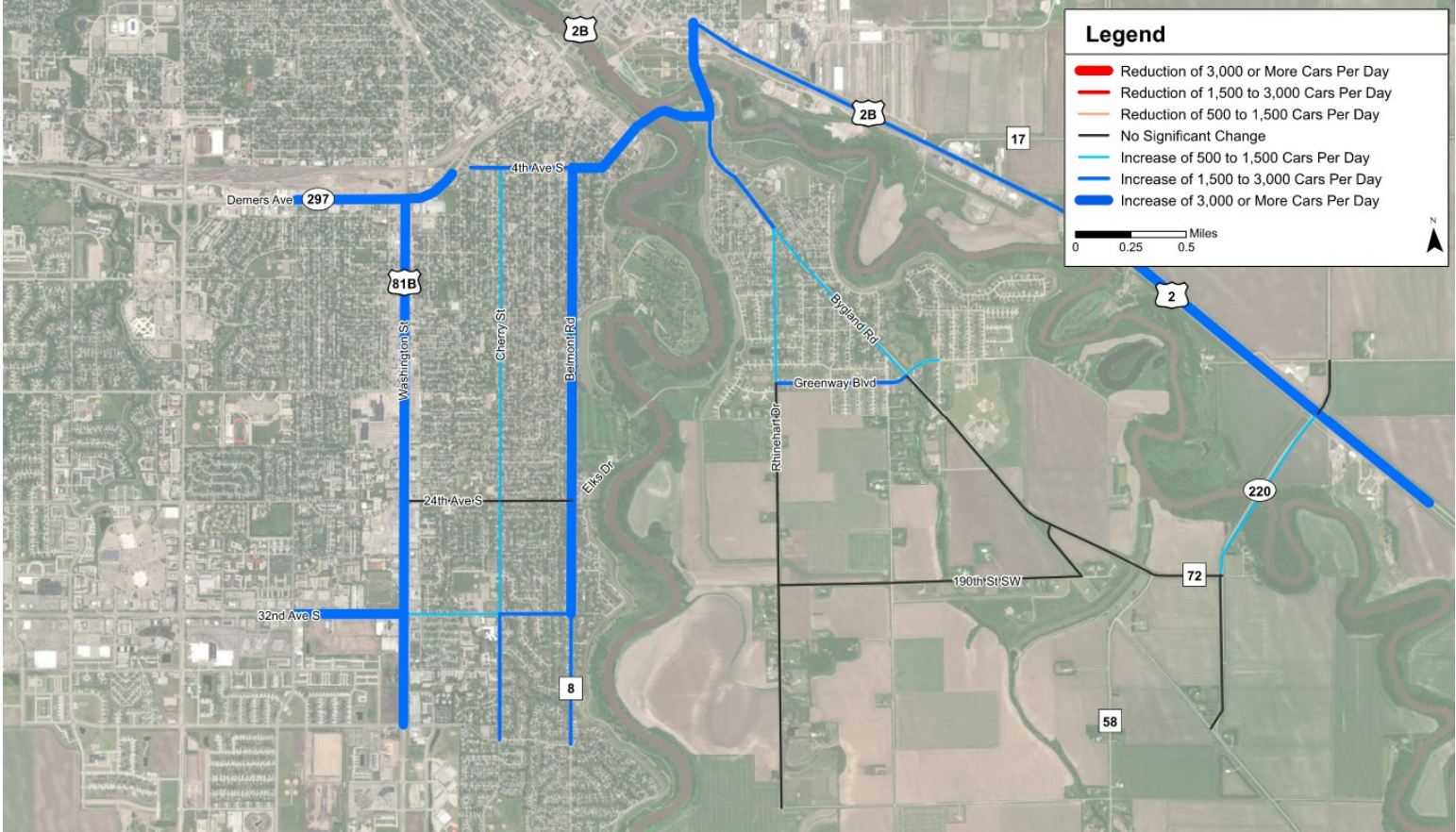
Topics include:

- Forecast volume changes to 2030 and 2045
- 2016-2020 Safety Analysis
- Traffic Mobility and Operations Analysis
 - Scenario Years
 - Existing (2021) Conditions
 - 2030 No Build Conditions
 - 2045 No Build Conditions
 - Roadway segment performance
 - Intersection performance

2015 to 2030 Volume Changes



2015 to 2045 Volume Changes





Crashes - Intersections

- The safety analysis identified critical crash concerns at the following intersections:
 - 32nd Avenue S & Washington Street S (Critical Crash Index)
 - 24th Avenue S & Washington Street S (Critical Crash Index)
 - DeMers Ave & Washington Street S (Critical Crash Index)
 - Bygland Road SE & Greenway Boulevard SE (Critical K/A Index)



Crashes- Roadway Segments

- The following roadway segments have critical crash concerns:

Critical Crash Index

- 4th Avenue S/Minnesota Avenue/1st Street SE over the Point Bridge
- 24th Avenue S – Washington Street S to Cherry Street
- Washington Street S – DeMers Avenue to 24th Avenue S
- Cherry Street – 4th Avenue S to 24th Avenue S

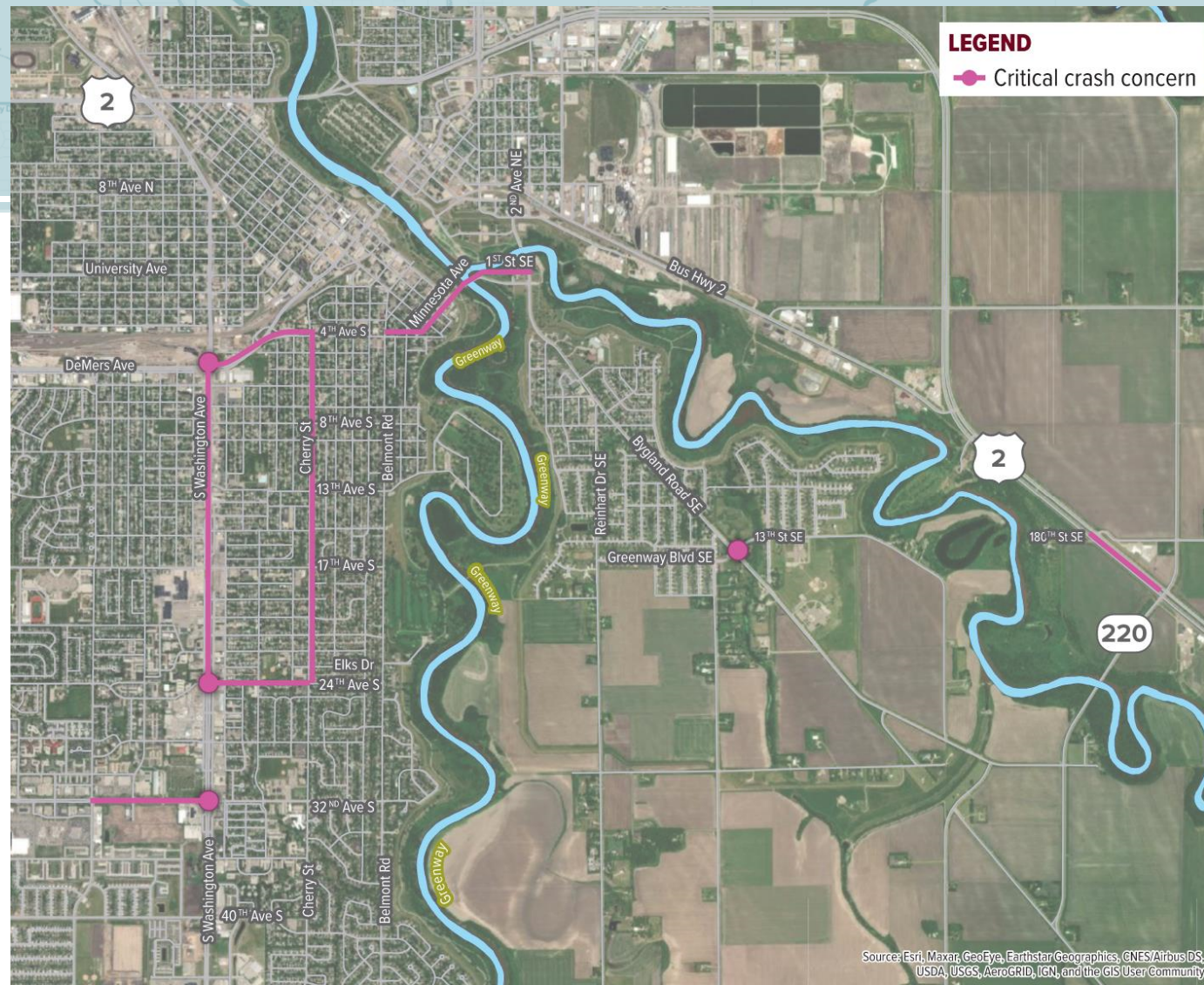
Critical Fatal/Severe (K/A) Crash Index

- 32nd Avenue S – 20th Street S to Washington Street S
- DeMers Avenue/4th Avenue S – Washington Street S to Cherry Street
- US 2 – 180th Street SW to TH 220

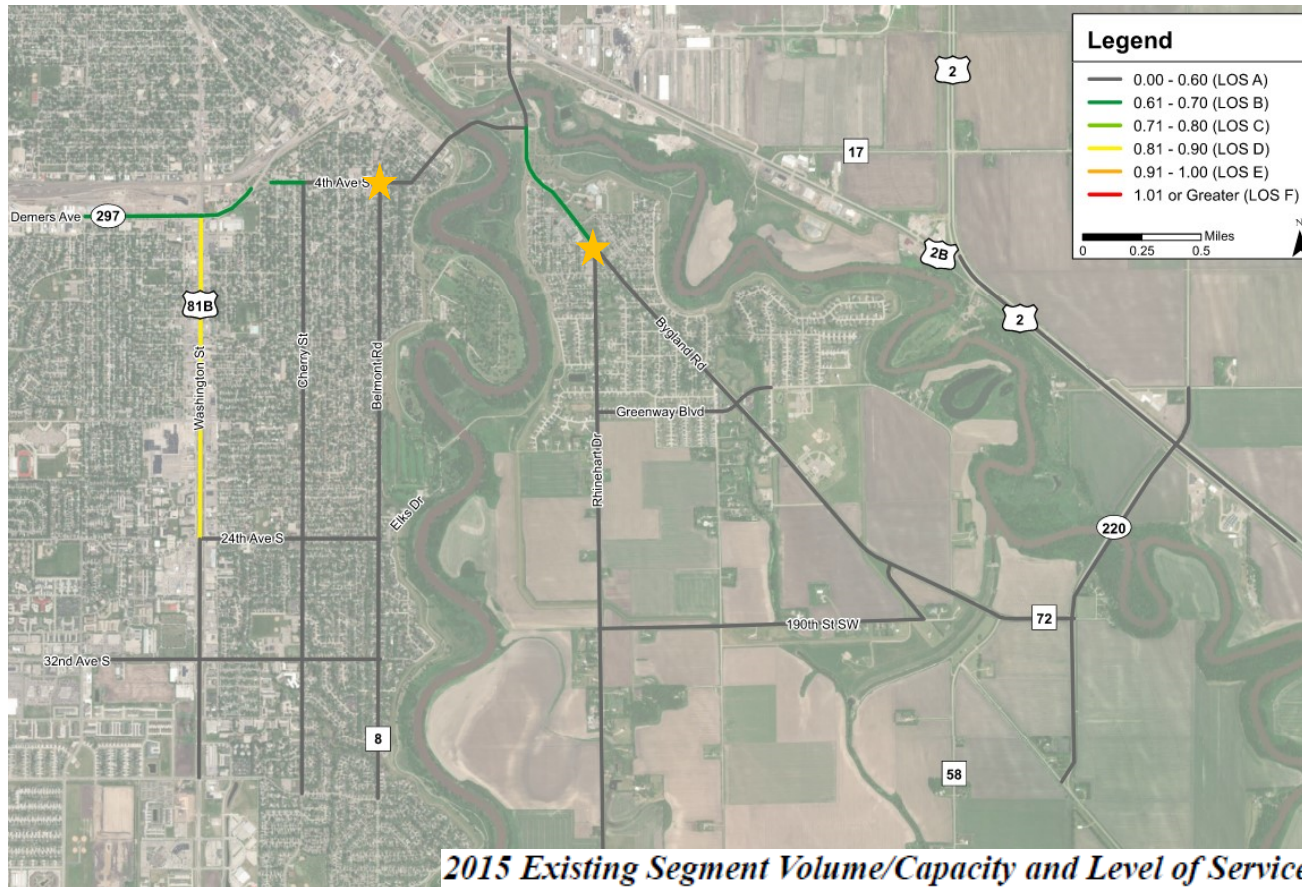
Summary

Crashes

- Intersections
- Road segments



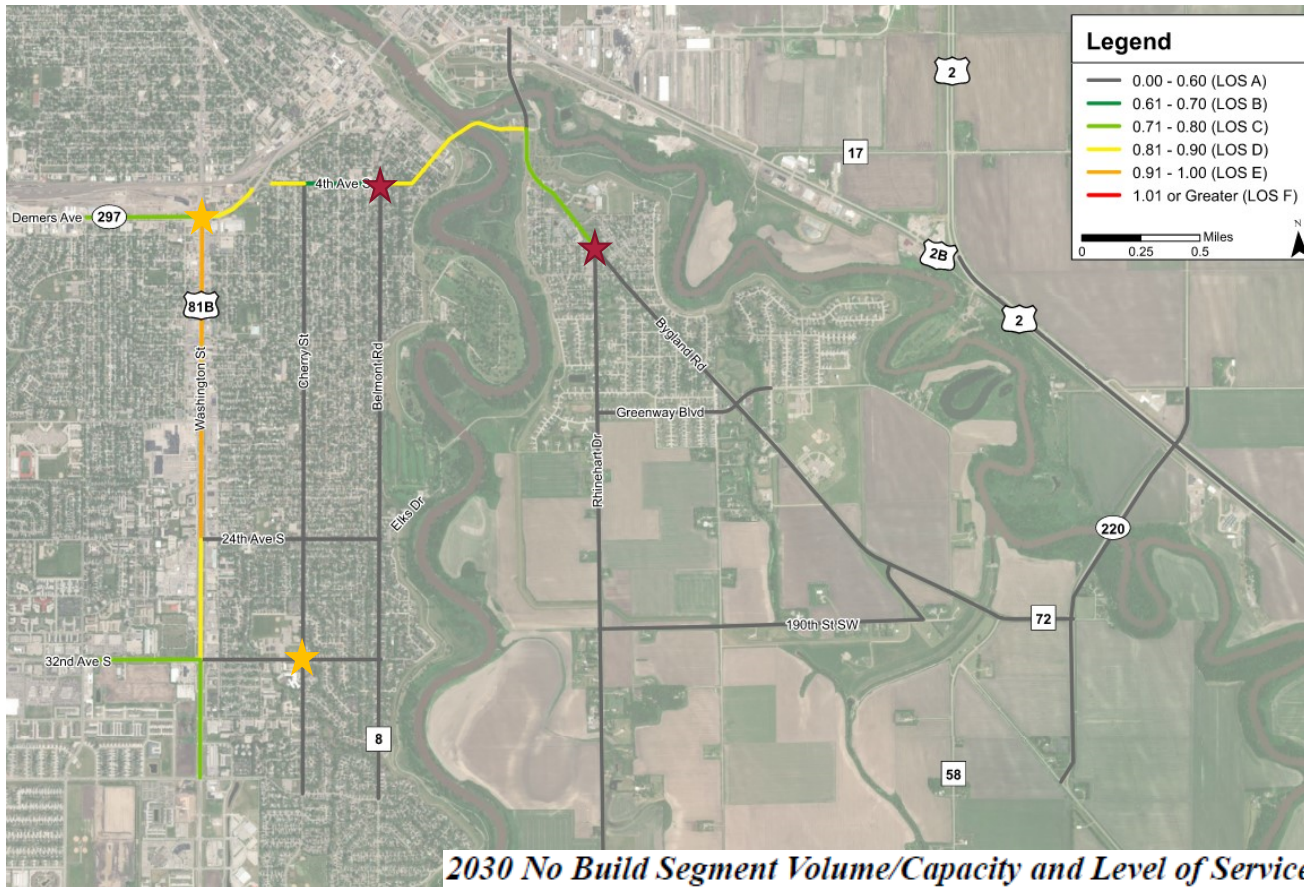
Traffic Congestion – Existing



Intersection	Control Type	AM Peak Hour	PM Peak Hour
		LOS	LOS
Washington St S & 32nd Ave S	Signal	C	D
Cherry St & 32nd Ave S	AWSC	C	B
Belmont Road & 32nd Ave S	AWSC	B	B
Washington St S & 24th Ave S	Signal	C	C
Cherry St & 24th Ave S	AWSC	A	A
Belmont Rd & 24th Ave S	TWSC	B	C
Belmont Rd & Elks Drive	TWSC	B	B
Washington St S & DeMers Ave	Signal	D	D
Cherry St & 4th Ave S	Signal	A	A
Belmont Rd & 4th Ave S	AWSC	E	C
3rd Ave SE & 1st St SE	Signal	A	A
Bygland Rd SE & Rhinehart Dr SE	TWSC	E	C
Rhinehart Dr SE & Greenway Blvd SE	TWSC	A	A
Bygland Rd SE & Greenway Blvd SE	TWSC	C	B
Bygland Rd SE & 190th St SW	TWSC	A	A
Bygland Rd SE/Harley Dr & TH 220	TWSC	A	A
TH 220 & US 2	TWSC	B	B
Rhinehart Dr SE & 190th St SE	AWSC	A	A

Note: Delay and LOS for TWSC intersections reflect the worst approach

Traffic Congestion – 2030 No Build

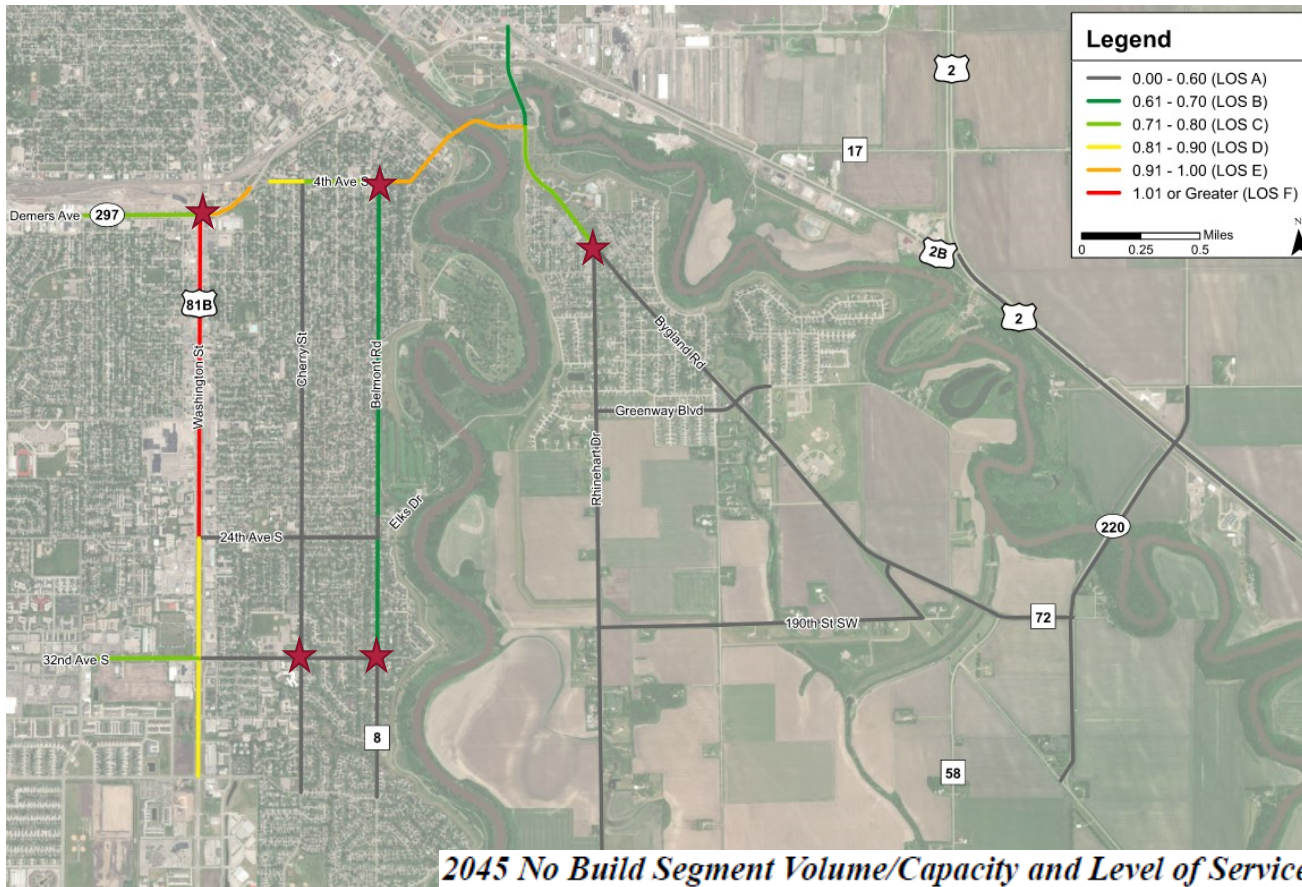


2030 No Build Segment Volume/Capacity and Level of Service

Intersection	Control Type	AM Peak Hour	PM Peak Hour
		LOS	LOS
S Washington St & 32nd Ave S	Signal	C	D
Cherry St & 32nd Ave S	AWSC	E	B
Belmont Rd & 32nd Ave S	AWSC	C	C
S Washington St & 24th Ave S	Signal	C	C
Cherry St & 24th Ave S	AWSC	A	A
Belmont Rd & 24th Ave S	TWSC	C	C
Belmont Rd & Elks Drive	TWSC	B	C
S Washington St & DeMers Ave	Signal	E	D
Cherry St & 4th Ave S	Signal	A	A
Belmont Rd & 4th Ave S	AWSC	F	F
3rd Ave SE & 1st St SE	Signal	B	A
Bygland Rd SE & Rhinehart Dr SE (Stop Control)	TWSC	F	C
Bygland Rd SE & Rhinehart Dr SE (Roundabout)	RAB	B	A
Rhinehart Dr SE & Greenway Blvd SE	TWSC	A	A
Bygland Rd SE & Greenway Blvd SE	TWSC	D	B
Bygland Rd SE & 190th St SW	TWSC	A	A
Bygland Rd SE/Harley Dr & TH 220	TWSC	A	A
TH 220 & US 2	TWSC	B	B
Rhinehart Dr SE & 190th St SE	AWSC	A	A

Note: Delay and LOS for TWSC intersections reflect the worst approach

Traffic Congestion – 2045 No Build



2045 No Build Segment Volume/Capacity and Level of Service

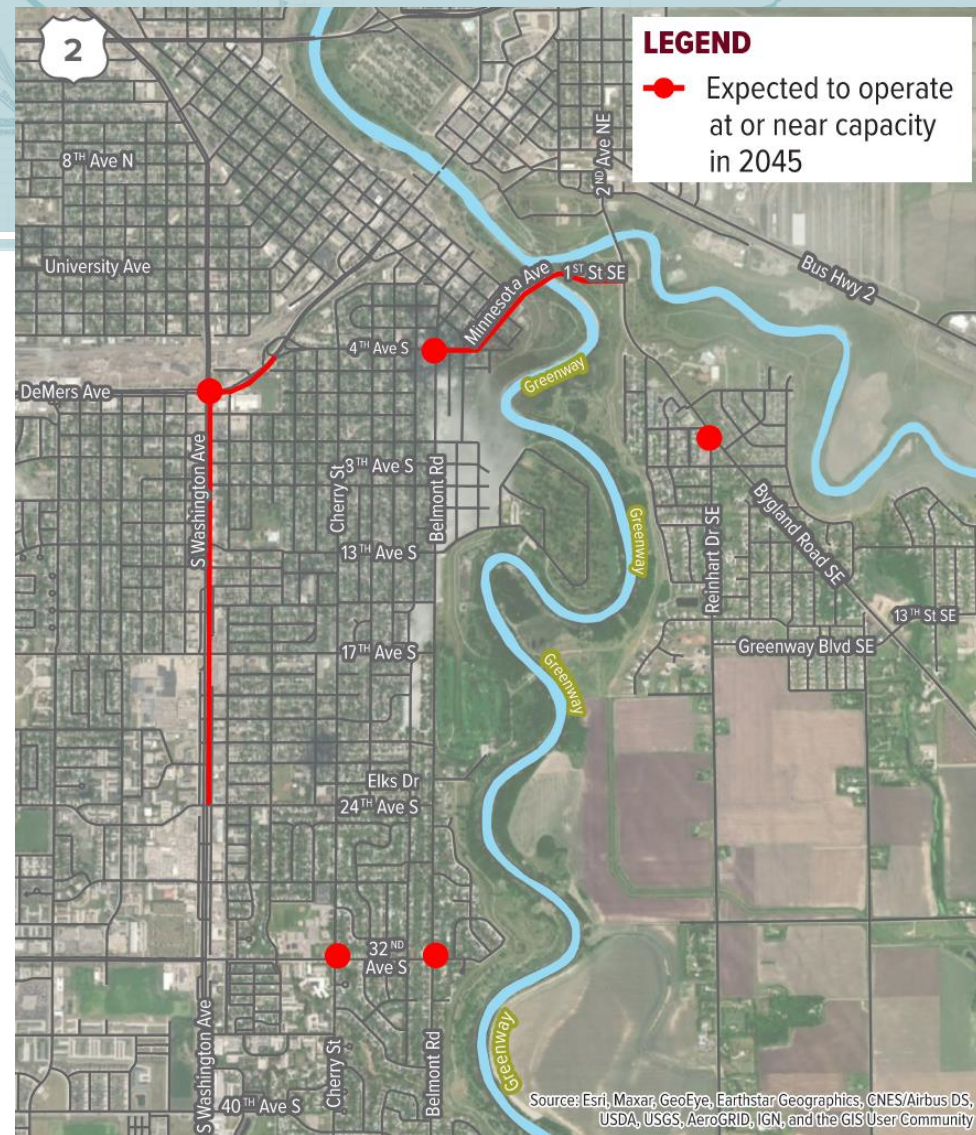
Intersection	Control Type	AM Peak Hour	PM Peak Hour
		LOS	LOS
S Washington St & 32nd Ave S	Signal	C	D
Cherry St & 32nd Ave S	AWSC	F	C
Belmont Rd & 32nd Ave S	AWSC	F	F
S Washington St & 24th Ave S	Signal	C	C
Cherry St & 24th Ave S	AWSC	B	B
Belmont Rd & 24th Ave S	TWSC	C	D
Belmont Rd & Elks Drive	TWSC	C	C
S Washington St & DeMers Ave	Signal	F	E
Cherry St & 4th Ave S	Signal	A	A
Belmont Rd & 4th Ave S	AWSC	F	F
3rd Ave SE & 1st St SE	Signal	B	A
Bygland Rd SE & Rhinehart Dr SE (Stop Control)	TWSC	F	D
Bygland Rd SE & Rhinehart Dr SE (Roundabout)	RAB	C	A
Rhinehart Dr SE & Greenway Blvd SE	TWSC	A	A
Bygland Rd SE & Greenway Blvd SE	Signal	A	A
Bygland Rd SE & 190th St SW	TWSC	A	A
Bygland Rd SE/Harley Dr & TH 220	TWSC	B	A
TH 220 & US 2	TWSC	C	C
Rhinehart Dr SE & 190th St SE	AWSC	A	A

Note: Delay and LOS for TWSC intersections reflect the worst approach

Summary

2045 Congestion

- Without a new bridge
 - Intersections
 - Road segments



A light blue map of a road network, primarily Gateway Drive, with various streets and landmarks labeled. A white graphic of a bridge with vertical supports is positioned at the bottom center, partially overlapping a dark red horizontal bar. The text is overlaid on the map.

Future Bridge Traffic Impact Study

Traffic and Safety Analysis Questions?

A light blue map of a road network, primarily Gateway Drive, with various streets and landmarks labeled. A white graphic of a bridge with vertical supports is positioned at the bottom center, partially overlapping a dark red horizontal bar. The text 'Future Bridge Traffic Impact Study' is written in white on a dark teal rectangular background.

Future Bridge Traffic Impact Study

Project Purpose and Need



What is “Purpose and Need”?

- Explains why a public agency (the MPO) is undertaking a project and describes the main objectives
- “Need” = transportation **problems** to be addressed by the project
- “Purpose” = the intended transportation **results**

The Purpose and Need is used to measure how well the proposed alternatives meet the project needs



Draft Purpose and Need

- Draft purpose statement:

*The purpose of the Grand Forks-East Grand Forks Future Bridge Project is to **improve mobility and connectivity** between Grand Forks and East Grand Forks by **reducing congestion** on the Point Bridge and connecting roadways and by providing a **more direct connection** for trips between the two cities.*



Draft Purpose and Need

Primary Needs

- Transportation problems which led to the initiation of the project

Secondary Needs

- *Other* transportation problems or opportunities that may be addressed at the same time as the project



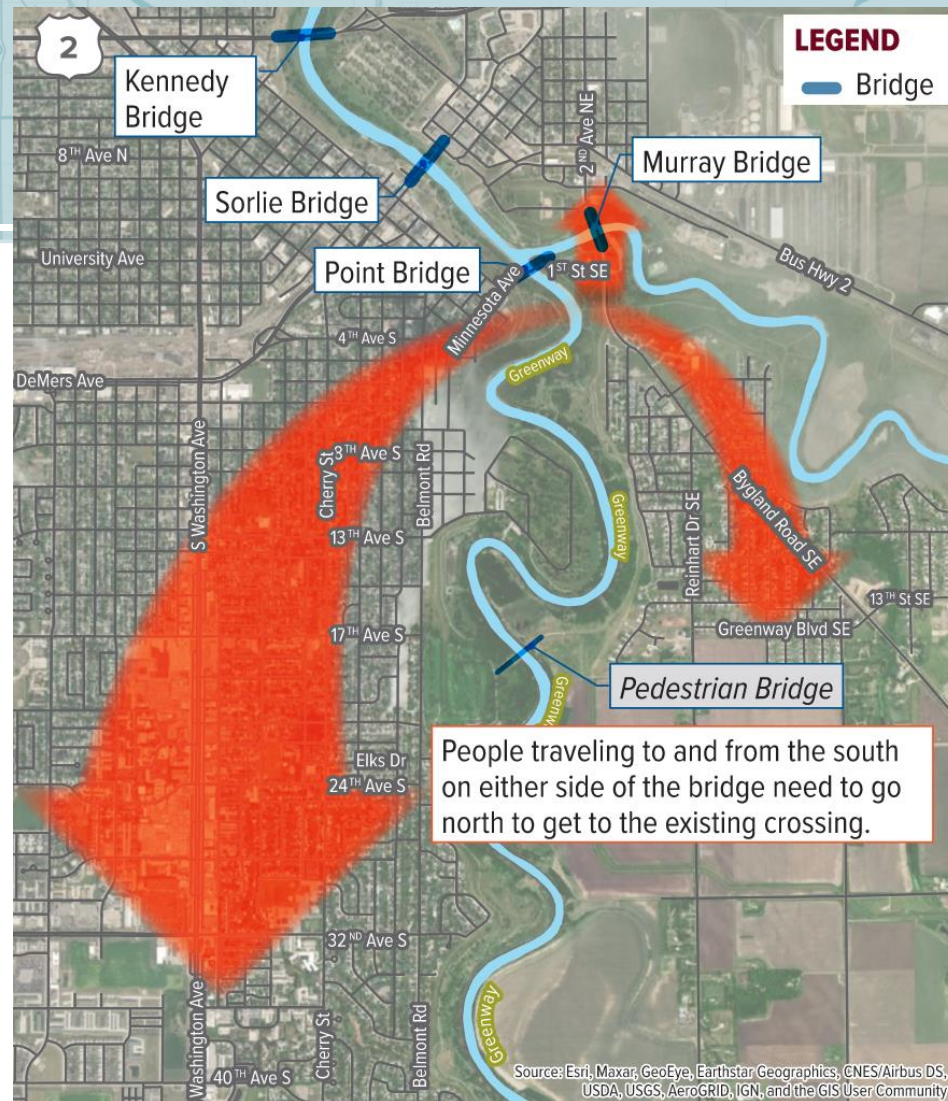
Draft Purpose and Need

Primary Needs

- Congestion on and Near the Point Bridge
 - Looking for: reduced congestion on the Point Bridge and selected roadways
- Multimodal System Linkage
 - Looking for: reduced vehicle miles and/or hours traveled on the system
 - Looking for: improved bike/ped connectivity across the river

System Linkage

- No river crossings in southern part of the cities
- Results in longer trips, more time
 - Also for pedestrians and bicyclists





Draft Purpose and Need

Secondary Needs

- Crashes
 - Looking for: reduced crash potential on study area road segments and intersections
 - Includes some road segments and intersections that are adjacent to schools
- Social and Economic Factors
 - Quality of life related to disproportionately high traffic volumes
 - Looking for: improved balance on system; volumes consistent with functional classification
 - Supporting development, consistent with approved land use and transportation plans
 - Looking for: improved regional mobility and access



Evaluation Factors

Advantages/Disadvantages

- Traffic Performance
- Potential for Crash Reduction
- Social and Economic Factors
- Natural Environment
- Cost
- Other?

A light blue map of a road network, primarily Gateway Drive, with various streets and landmarks labeled. A white graphic of a bridge with vertical supports is positioned at the bottom center, partially overlapping a dark red horizontal bar. The text 'Future Bridge Traffic Impact Study' is written in white on a dark teal rectangular background.

Future Bridge Traffic Impact Study

Project Purpose and Need Questions?

A light blue map of a city area, likely a waterfront city, showing a river winding through the center. The map includes various streets, buildings, and parks. A dark teal banner is overlaid on the left side of the map.

Future Bridge Traffic Impact Study

Next Steps





Next Steps

Project Team: Evaluate Three Alternatives

- No Build (no new bridge)
- Elks Drive Corridor
- 32nd Avenue Corridor

You: Get Involved! www.forks2forksbridge.com/info

- Take Online Survey (July 26-Aug 15)
- Sign up for mailing list (see web site)
- Watch Ad Hoc Group meetings
- Participate in September Open House

A light blue map of a road network, primarily Gateway Drive, with various streets and landmarks labeled. A white graphic of a bridge with vertical supports is positioned at the bottom center, partially overlapping a dark red horizontal bar. The text 'Future Bridge Traffic Impact Study' is written in white on a dark teal rectangular background.

Future Bridge Traffic Impact Study

Final Questions and Discussion

www.forks2forksbridge.com/info

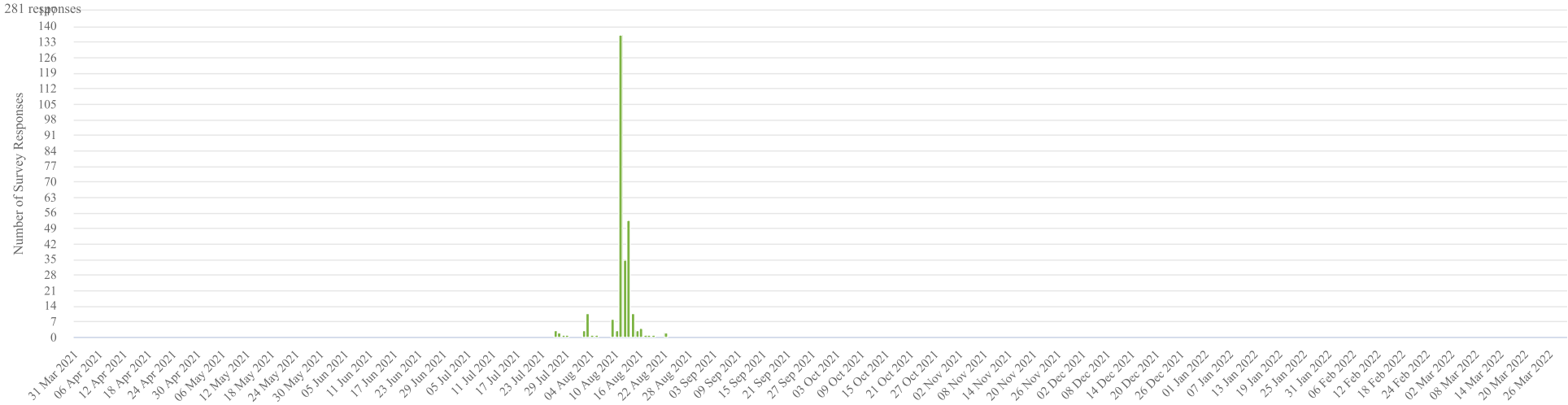
Thank You!



281 responses

Export

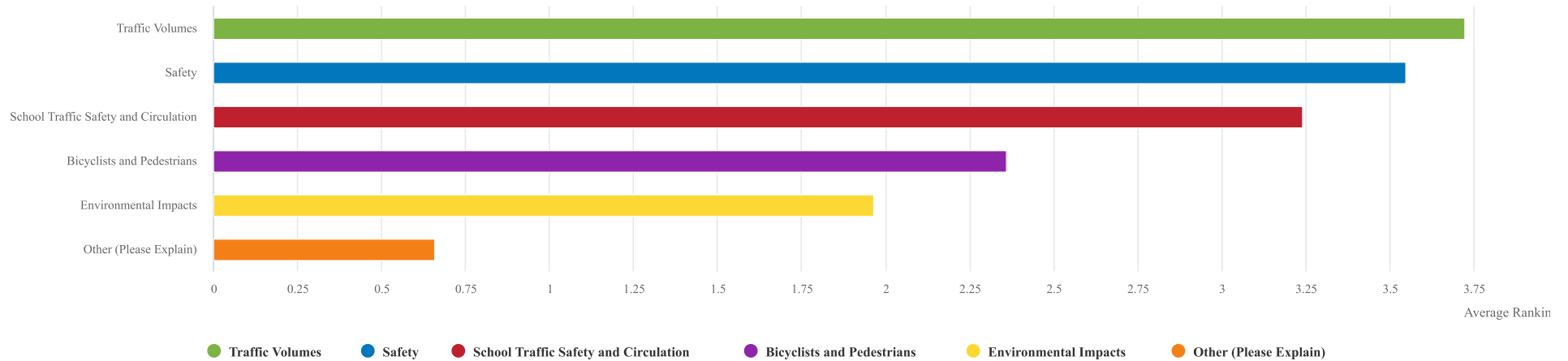
Number of Survey Responses by Day



Q1. 1) Please rank each of these items in order of importance to you



253 answers



Q2. If you ranked "Other" please explain here:

40 answers

[Word Cloud](#) [Response List](#)

[Responses](#) [Download CSV](#)

32nd Avenue South is built to handle large volumes of traffic. MUCH better than MN Avenue and Belmont Road. SOOOOOO tired of people only caring about the students at Kelly.

A bridge anywhere between 4th and 47th is going to KILL those existing neighborhoods property values. Merrifield road should be the bridge or nothing. The poor EGF residents may have to drive a little farther to get their fast shopping fix. Well Boo Hoo! NO BRIDGE!

Access to Minnesota.

Best connection between communities is important

Bridges from Grand Forks and East Grand Forks

Convenience

Convenience of location (moving from my home to destination)

Education for neighborhoods where the bridge is being proposed and why it needs to be there.

going they old neighborhoods that were not planned for such a situation. safety.

Having a young child who will go to Kelly and Schoeder walk across the road by themselves with todays age of drivers (texting and driving) is concerning along with the traffic volume. There is alot of speeding the the school zones currently. With additional traffic it will get worse. What is the plan to have these children safe

I am most worried about destroying a very peaceful community all to help mostly people living in East Grand Forks. Grand Forks has a population of almost 60k compared to EGF at 9k. Why should we have to sacrifice our neighborhood to help the majority of EGF to travel over to GF.

I live at 3207 Walnut St, Grand Forks. It is already hard for me to make a safe left hand turn from Walnut St onto 32nd Ave South, going to the west. How will you address the unintended consequences for all of us on the South side of 32nd: Chestnut, Walnut, Cherry Cherry Lynn, 10th Street and 12th Street?

I live on 32nd. 32nd is already a really busy street. I have a hard time getting out of my drive way as it is. I have no ally for me to park in. If there is a bridge on 32nd I will have to sell my home

I live on the south side of grand forks and have family in east Grand forks. It takes thirty minutes to get to their house because I have to travel to the north end in order to cross the river. I'm burning more fuel than I need to and I'm contributing to traffic volumes on the north end when I shouldn't need to be over there.

Impact on neighborhoods where bridge will be built

Impact on south end Grand Forks residents. This study shows the need for south end GF to south end EGF transportation, but how often do south end GF people need to go to the south end of EGF? A bridge on 32nd would create safety impacts on neighborhoods that have zero need for crossing into EGF.

Improved east side access to 32nd Ave S

Instead of a 4th bridge across the river, the higher priority should be a bridge over the railroad tracks that parallel Demers and block 42nd Street. THAT has a high traffic impact, especially now that trains STAY on the track so long blocking the intersection.

Land development (opportunities on both sides of river: Increase density on Grand Forks & facilitate land development on East Grand Forks

Maintaining the sanctity of our GF neighborhoods

my own commute time

Need to be able to still access the new bridge when the Point bridge and Sorlie bridge are closed when flooding in the Spring.

Negative impacts to existing neighborhoods

Neighborhood impact. According to your documents, traffic will increase significantly by 2045. That will impact south GF neighborhoods negatively. In addition, we have no control over what EGF decides to build on their side of the river. They could build a wal mart across the river from residential.

Neighborhood impact - increased traffic, noise, safety concerns. Will this be used by beet trucks? Other trucks? The increased noise alone will lead to loss of sleep, productivity, and property value.

Neighborhood impact of future bridge

Neighborhood quality of life - this will ruin our neighborhood and the greenway!

Other options for spring closures due to flooding

Preserving residential neighborhoods as quiet, no traffic areas.

Property value access to my house on a busy street. We won't have a house in a residential area any longer. Our house will be facing a major traffic corridor and crazy traffic flow.

property values

Property values

Reducing travel time. I live on south of EGF and work on south of GF.

Residential Property Impact

test

The damage to the livability of either the Elks or 32nd St locations will be destroyed by bridges. It will be detrimental to property prices and traffic pollution will force people out, leaving another unkempt neighborhood. GF is not looking to preserve, rather, create more dying historical neighborhoods.

The numerous 'high value' homeowners at each intersection need not be considered, no special privileges should be given.

this is a test I ranked traffic at the top and want to understand point value (they're in order)

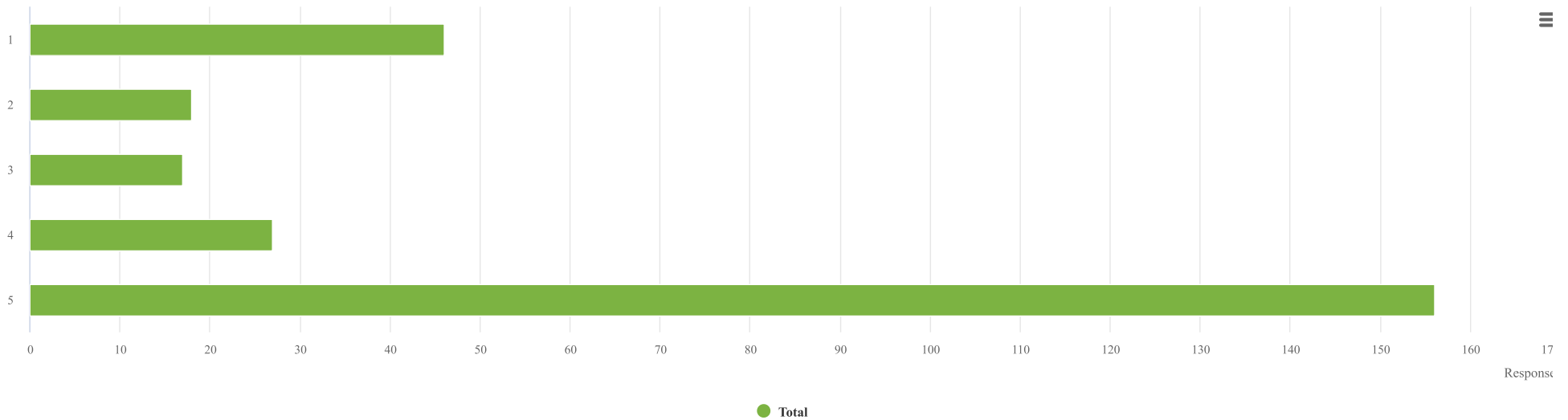
This is fifteen times as complex as it needs to be. Let me simplify: 1. Any "south end" bridge is better than no south end bridge. 2. We needed this twenty minutes after Columbia Mall opened for business. Stop screwing around and build it. 3. Elks Drive location is nuts.

32nd Ave is the best possible location. There's existing connection to I-29, and most of the existing roadway is already high-traffic. Build the bridge 4-lanes wide, or at minimum, easily expandable to 4-lanes with associated improvements in the roadways on 32nd and whatever is connecting on the EGF side. 4. RAISE THE SPEED LIMITS. 5. Ignore all whining and snivelling by The Bicycle Mafia who care so little about their own infrastructure that they pay NOTHING extra to support it; and in fact demand handouts and charity, and the destruction of motor vehicle traffic flow, all paid for by others via the Motor Vehicle Fuel Tax. 6. Build it high enough that it doesn't close during floods. We already know that Kennedy isn't high enough to avoid closure during flooding; the new bridge(s) should be taller and wider so traffic isn't cut off or re-routed through Fargo.

YES ADD ANOTHER BRIDGE

Q3. 2) On a scale of 1-5 how much do you agree with the purpose of this project and the need for a bridge (the draft purpose statement is above)?

264 answers



Q4. Tell us why:

181 answers

Responses

A bridge at Elks would bring a high volume of traffic into residential areas. Any bridge built should be further south.

A bridge could help EGF grow on south end which would bring possibilities of better gas stations, grocery stores, commercial properties, etc.

A connection would be beneficial for people who work across state borders but definitely not at the expense of safety close to two schools on the GF side. 32nd Ave is already a danger during school traffic hours. We don't need to add to that congestion and cause further safety issues.

A fourth bridge has almost zero importance.

Allowing traffic to move freely south of the city is important.

Am traffic is bad on the point, causes unsafe travel to and from school, work. Bridge closures make matters even worse. Safety, pollution, would all be addressed with an added bridge.

An alternate option at 32nd Ave is a must.

A new south end bridge is long over due. What about a second bridge at 62nd or Merrifield Road?

Another bridge is absolutely necessary; a crossing at 47th Ave is the most logical even with the required flood mitigations. The region needs to build to the future.

Another bridge is needed for safety. 32nd Ave would be the best and safest option.

As a citizen of East Grand Forks who lives on the Point, getting to 32nd or the south end of Grand Forks is nearly a 20 minute trip one way due to traffic congestion around the Point Bridge, Minnesota Avenue, the Demers/Washington intersection, and a generally inefficient path required to go from the Point to south Grand Forks. A bridge at 32nd would help redistribute traffic and make it much easier and quicker for myself and others in my area to travel from the East Grans Forks point to the southern parts of Grand Forks.

As a commuter, I daily see the congestion on the point, Sortie, and Kennedy bridges. A fourth bridge is important to connect two developing areas of our communities and to overall reduce the traffic load on the other bridges.

As a resident on the south end of Grand Forks with family in Minnesota, it is inconvenient and adds time to our drive to travel north through congested streets to get to the nearest bridge, or to go south of town to the next nearest bridge crossing. Travel to amenities in EGF would be greatly improved by the addition of a bridge on the south end of town.

As Grand Forks continues to expand, accessibility is vital. Building these bridges can help with all of the items listed above: Safety- decrease the amount of traffic trying to cross at set locations and allow traffic to flow on both ends of town. Bicyclists and Pedestrians will have more accessibility and this may increase the amount of individuals who use these means of transportation due to adding these additional bridges. School- when looking at the map, there are a lot of areas by schools that do not have bridges to connect (which is causing all the traffic), by building bridges in this area, traffic will be diverted to these connections, rather than going past busy schools to get to the connections. Traffic volumes- as stated in all the above, it will spread out the traffic. Environmental- I do think that this is important, but as I mentioned above, Grand Forks and EGF are continuing to grow and we do need to accommodate for that while also trying to be as environmentally friendly as possible.

A south end bridge is needed. Both towns are growing in that direction.

As we grow south we need to get over the river without causing stress on the other bridges

Because you are FINALLY talking about a bridge.

Bonitas there in the future. But, we cannot decimate neighborhoods in order to accommodate convenience.

Both bridges are needed, not one or the other. 32nd Avenue S is too busy already. Grand Forks cannot keep that roadway open without major construction for more than 1 year in a row. One bridge at 32nd would greatly exacerbate the problem. Possibly the additional bridge at Elks drive would help. However, large concrete sound barriers would be needed to protect the Myra Museum property as they need peace and quiet for their outdoor events and weddings. Maybe EGF Heritage Days property could be moved to this area on the MN side -the current area for that is too industrialized.

Both cities are expanding south, increasing access to those areas makes sense.

Bringing additional traffic to the Belmont road area is not a good idea. It is already an extremely busy road

Congestion especially during flooding in spring

Congestion, flood issues

Congestion on the Point Bridge has spread to 4th Ave. South and Belmont Road leading to major safety concerns for students and staff of Phoenix Elementary.

Connects the south end more effectively. Decreased travel time

Development is occurring near and south of 32nd Ave S. The addition of a new intra-city bridge will not only promote continued development in the area of 32nd Ave, but will also promote development on the Minnesota side of the river. Further, adding this bridge allows for easier access to and from Minnesota and East Grand Forks for shopping/work/activities while decreasing congestion in areas where pedestrians are more common (e.g., downtown, Belmont, etc.).

Don't feel this is necessary at all

Don't think we really need another bridge in town.

Don't travel to EGF south end enough to see the need for one. 32nd has to pretty of a greenway to take that away

Easier access to and from the main business corridor with more businesses moving to South Washington

East side access to commercial district on 32nd is critical.

EGF isn't large enough for us to need another bridge.

For anyone on the southern edge of EGF, it's a necessity to be able to commute to work without having to plan around if one of three bridges are open. Flood season in particular is the biggest issue. Routing to the Thompson bridge isn't the right solution.

GF doesn't have traffic issues. Commutes are just a few minutes long. It's ridiculous to call GF bridge crossings congested.

GF is expanding south, not north, and has been for a while. If we want the cities to share resources and feel connected, it just makes sense.

GF really has no reason for another bridge, EGF does, so they can build one.

Grand Forks is growing south. The bridge needs to go at Merrifield. This bridge should have gone up years ago. Now you need to put it where it will impact the fewest amount of homes, regardless of the economic value of the homes.

Grand Forks residents will not benefit from a new bridge. The main reason for travel from GF to EGF (besides agriculture) is to visit downtown businesses. The demers Bridge already satisfies this need. A south end Bridge will also hurt GF property values for residents in the affected neighborhood. EGF has more reason for a local South end Bridge (commute times, shopping, land values, etc.). Let them pay for it.

Growth of the town is leading this direction. At some point it will need to be done anyway.

Having a south end bridge will drastically reduce the traffic on Bygland, allowing more freedom for crossing at peak times.

Heavy traffic can be dangerous for drivers, pedestrians, and bicyclists.

Honestly, we need to be better connected throughout the cities. As the south side of Grand Forks grows, we need to be able to make another way across.

i agree on a south bridge on 47th as planned years ago. closer in town benefits egf not gf. doesn't make sense that we care that egf thinks is to far out?

I agree with the purpose and the need for it. I do not agree with the locations. There are plenty of other ways for people commuting from MN to reach Grand Forks without the direction that most of those commuters choose to go.

I agree with the purpose to the overall project, just not at Elks or 32nd! It should be further south.

I am one of many citizens from the EGF/GF immediate areas who have a daily commute need. Also, many commercial users, and members of the surrounding communities travel through this area every day, or multiple times every week, and also need another option to ease the congestion of traffic flow.

I am one of those who travel from 58th Ave S to locations on Rhinehart. Congestion on Belmont is getting too high.

I am relatively new to the Greater Grand Forks area. My in-laws live on the South end of EGF and we currently live with them while we shop for a home in Grand Forks. I am shocked and frustrated by the fact that I have to drive so far out of my way to get to the nearest store or restaurant from the South end of EGF. Some of my concerns include: 1) the amount of gas I waste to drive to downtown GF, which is technically so close, but inaccessible 2) the wasted time because of this excess drive 3) the amount of traffic congesting Washington Ave because of the lack of bridge from EGF to GF 4) access to emergency services are limited during "closed" hours in EGF so one must drive or wait much longer to get access to these services Even though I am moving to Grand Forks soon, I will likely remain quite frustrated when the time comes to visit my family on "the Point". I was accessibility to them and I want them to have accessibility to the resources of Grand Forks as they age.

I believe that the bridge should be built by Merrifield! There is already too much traffic on Belmont.

I believe we should instead focus on Merrifield rather than take an existing problem and shift it to a different neighborhood.

I can see a need for a bridge for sure. I cant see why you would consider destroying neighborhoods to do so however. I looked for two years to find a neighborhood where i felt the streets were safe enough i thought my small kids could actually play outside or walk to the neighbors house. We literally just moved into a home on W Elmwood St. which we had to over pay for a house that was outdated to just live in a decent neighborhood in a city that literally has a housing crisis. Now i find out you want to possibly build a major thoroughfare right through our neighborhood. Just with the adjacent neighbors i have the number of small kids is incredible and this would pose a huge risk in their safety. Not to mention the amount of increased traffic that would go by the school. The amount of traffic during school can already be very congested i cant imagine adding more traffic to that. There has been a need for helping get farm equipment over for years why wouldn't you solve this problem at the same time and build a bridge further south. Look to the future and the future expansion is happening towards the south that already has room for future roadway expansion. On top of this my other favorite part of the 32nd ave neighborhood is the greenway space we have next to our house. Its peaceful and enjoyed by so many people every night. I walk my dog by the river every evening and i almost forget I'm in the city and was surprised how many animals are actually in the area. A bridge will totally destroy and peace and tranquility we have here.

I disagree completely. To achieve this result, you need to add significant traffic to established neighborhoods in GF.

I do not support a bridge at either Elks or 32nd. I would support a bridge further south.

I don't agree with alleviating one problem (Point Bridge congestion) by creating another problem (proposed Elks or 32nd Ave bridge locations). The residents of Grand Forks in these areas are not benefitting from a bridge linking them to East Grand Forks. The bridge locations that have been proposed are strictly beneficial for EGF residents. So for those Grand Forks neighborhoods, it's lose/lose - expect more traffic, a few property buyouts, larger roadways/roundabout, changing Greenway access, congestion around our schools, etc. And for what? So EGF residents can get the 32nd Ave shopping district more efficiently? I believe there can be a solution in which Grand Forks' existing neighborhoods are considered and valued. I believe there are options for a bridge location that make more sense. Yes, they may be more expensive than some other options - but let's not be shortsighted here and settle for the easiest/cheapest options. Let's look at building communities that work well for those that live in them. Not trading one problem by creating another.

I don't need to be on the north side but I'm forced over there to cross the red river.

I don't think is necessary right now to build into East Grand Forks where nothing is. Regardless, people are going to have to drive North to get to most of the shops and restaurants in EGF.

I don't think that the residents of Grand Forks are flocking to EGF or asking for this bridge. The people of EGF want it and if they do, they should be willing to travel a bit out of their way to get to it. It makes NO sense to disrupt the safety of two schools for this to happen.

I experience the north-south backtracking between the two communities quite often.

If 1 is disagree, I say 1 and I disagree 100%. We can learn from earlier neighborhood bridges. They cause too much congestion. A south bridge should be at Merrifield.

I feel this bridge location is being chose because it's best for EGF.

If no bridge is built, the entire community of Grand Forks will suffer. Traffic will become more and more congested on the north end, which will make them less safe. It will take longer to get to your destination and user satisfaction of the roadway system in Grand Forks will diminish greatly.

I like it

I live in south grand forks. It is needed to have a crossing on the southern end. It is frustrating to have to drive so far north to cross into MN.

I live near 32nd Ave and my kids attend Kelly and Schroeder. It is already very busy with traffic and this would make it much worse.

I live near 40th Ave, driving north through the city to the point bridge to cross the river takes so much time and traffic that I prefer to drive south and cross at county road 7. Build the bridge at 32nd Ave.

I live off 62nd on Kings View Dr. it's a long way to get to EGF.

I live on Reeves and the traffic is awful

I live on the south end and it would be nice to be able to get to EGF from this end of town.

I live on the south end and need to frequently visit Crookston (and beyond) and it absolutely asinine to have to drive past the Thompson exit to the KT connection or drive through all the traffic and residential areas to access the point bridge. This should have been COMPLETED years ago when the south end started developing.

I live on the south end. If grandkids stay overnight and I need to bring them to the middle school in East grand forks I must travel all the way to the point bridge then south to the middle school the north back to point then south to 47th.

I live on the south end of EGF and would love for a quicker drive to work in GF. I would also appreciate more bridge options when the river gets high.

I live on the south end of gf and would love a quicker way to MN

I'm assuming 5 is high. We have needed a south bridge for many years. Personally I already avoid the other 3 bridges whenever possible because of congestion.

I'm neutral on the topic. I disagree with the proposed locations. The locations are developed residential neighborhoods on the Grand Forks side that aren't built for traffic that is going to be happening if the bridge comes in along with lowering the property value due to the location of the bridge and traffic coming with it. We can come up with a solution for connecting the cities but the cities should be built along with bridge not the bridge built within developed neighborhoods. This would cause disruption in their life and to the neighborhoods that they choose to life/raise a family/ and pay taxes in. While lowering the value of their property.

Is one the highest? Because I vote for whatever is highest we need another bridge ASAP.

It is a huge inconvenience having to go north to cross then back south again

It is ridiculus the amount of traffic the current bridges suffer when just one of the others is out of service for repair or maintenance. Gateway is awful during high flood seasons when it becomes the only bridge available. How I see it now we have 3 bridges 1. Kennedy (north end people and major through traffic) 2. Downtown (commercial/business connection) 3. Point (all south end pedestrian traffic). The problem is there is 1 bridge designed for 30,000+ people. I know Mr. Rydell won't want the increase in traffic next to his place but 32nd is already a major road so it will make the most sense to add the new bridge there.

It is so important to add another bridge in the south side to ease congestion and help south traffic.

It just makes sence.Faster safer route to connect EGF &GF

I try not to go to Minnesota for anything

It's absurd that there isn't a bridge further south to connect the 2 cities. This should have happened in 1998

It's beyond time for a bridge on 32nd. Makes the most sense for GF

It's completely obvious, looking at the map, that we need another bridge to reduce traffic congestion.

It seems to me the bridge is more beneficial to the City of EGF and it's residents as opposed to City of GF and it's residents. My feeling is we need a bridge at Merrifield first, and then do a study on the traffic patterns after that is operational.

It's past time to add a South-End Bridge. No one will be happy when one is placed, because the community didn't take action decades ago. However, we cannot let that prevent the community from addressing this urgent need. A 32nd Ave Bridge would have the most impact while encouraging growth of East Grand Forks.

It would be a huge improvement for people in east side and southern rural east side as well as many grand forks residents who head east to Minnesota lakes every weekend in the summer

It would be great to have a more southern route to cross as well ash city is expanding that direction.

It would cut down on accidents and make biking safer across the bridges by reducing congestion.

I want to reduce vehicle miles traveled as much as possible.

I would be more interested to learn about costs to taxpayers. It seems that East Grand Forks residents would be benefitting far more than Grand Forks residents. I am concerned about increasing traffic on 32nd from either Elks Dr or the 32nd option, due to the two schools on that road that my son will someday attend.

Many people only cross over between GF and EGF a handful of times each year, so bridge traffic and congestion does not present a great concern. However, many people, including myself, are extremely concerned about increased traffic in residential areas and near schools and how the new bridge traffic would impact those neighborhoods and the safety of the children living in those areas.

Mobility has long been hindered as both communities expand to the south. Mitigation is drastically needed in order to improve traffic flow for southern residents.

More bridges means more efficient trips and less congestion on established bridges

More than overdue.

Mostly benefits EGF

My previous message got deleted. So basically a bridge on 32nd is crazy talk. 1. 32nd was not designed for a bridge traffic. 2. established neighborhoods. 3. driveways on 32nd. 4. 32nd is too narrow and too much traffic. 5. Disappointed that we are accommodating to EGF to come over to GF. They are more than welcome to come to GF and pay ND taxes. 6. 47th is more suited for a bridge activity. No direct neighborhoods will be effected. Street is already wide enough. EGF is building south, so when the bridge is built and usable, EGF will already be building houses around the 47th GF area. Besides 32nd is like 2 minutes from 47th by car, it's not a big deal to drive more towards that way. I feel we should find another way to rebuild a current bridge in the downtown area. We are wanting more traffic towards our downtown and more activity, so why are we building traffic to be redirected away from downtown? Let's think outside the box, keep current bridges, but find another way where traffic will flow better but still have them in that area of downtown. To link the 2 cities together is a great idea and we have already done that with the walk bridges. How much do we need to merge together since we are 2 completely different states, rules, regulations, etc. 100% redirect traffic so it goes towards DeMers and then Washington. We need more traffic downtown and also more activity on Washington st. There is already way too many things on 32nd. Let's give Washington and DeMers some activity.

Need another bridge ASAP and on the south end of town

Need to provide better connections between the south end of the two cities.

Need to take traffic out of downtown Grand Forks

Neither of these locations is in a good position to have the increased traffic flow that would come with this bridge. The affected neighborhoods in GF would be fundamentally changed and the benefit to GF is hard to quantify/appreciate.

Never had much of a problem with congestion between EGF and GFKs unless there was some kind of road work being done Demers or Gateway or maybe beet season.

Our community isn't large enough geographically to warrant more river crossings.

Our community will continue to be stagnant if we don't figure this out

Our two cities complement each other quite well. It is vital that we reduce congestion and plan for the future with this bridge project. There is significant economic benefit for both communities.

People who live in EGF chose to live there. Why should we have our children's lives put in danger by adding a bridge near a school to make their lives easier? That is a terrible idea. If you want a bridge plan for it on Merrifield RD.

Placement of a bridge in the south end of GF appears to be trying to solve a problem for the people who built or moved to the south end of EGF. Those people knew where bridges were located when they moved to the south end of EGF. This needs study appears to try to solve problems for residents of EGF while creating problems for GF neighborhoods.

Please for the safety of the children that go to Kelly and Schroeder schools do not place a bridge on 32nd!

Provide an out of town south location in non established neighbor hood. Grand forks does not benefit. And there is a conflict of interest with land owner on the Minnesota side with a 32nd bridge.

Recently moving from grand forks to east grand forks, it has become apparent that one is needed on 32nd. It takes roughly 20 plus minutes for us to get to places like target. Not to mention the increase of traffics along Lincoln drive that is not meant to be anything besides residential so the tight fit around cars is impossible.

Relieve congestion

Seems fair enough for a purpose statement.

Southend residents need to travel on either Belmont, S. Washington, or S. Columbia, creating a serious bottleneck. Further, the significant traffic on Belmont near Phoenix Elementary creates a dangerous situation for children during the school drop-off/pick-up times.

Adding a bridge on the south side of town, whether it be on Elks Dr. or 32nd, would make Columbia, Washington, and Belmont safer due to the lower traffic volumes. It should be important that engineers ensure that the new bridge isn't a bottleneck itself, meaning that the bridge and the road it's on should be able to handle the probably significant amount of traffic during the morning and afternoon/evening rush-hours.

test

The 2 locations selected go by two schools in Grand Forks causing more traffic & potential for accidents with our young children.

The amount of traffic between Belmont-32nd is absolutely insane. Not only do I live off of Belmont, but my children go to school at Phoenix; and I really do think that a 32nd Ave bridge would help the amount of traffic going through those neighborhoods, making it safer.

The areas where it is suggested to do so will ruin grand forks neighborhoods. This seems like a great idea for EGF and a terrible one for Grand Forks residents. The bridge, if any, needs to be much further south.

The bridge is important as we need another route, don't want too far south because then EGF is just too farm field. Picked 3 being you didn't make it clear if 1 or 5 is the best ranking

The bridge needs to be placed where it helps both communities. It takes a lot of time and energy to get it right. 32nd seems like the right spot for traffic flow, but I'm a citizen, not an expert. Merry field bridge needs to be built, get the beet trucks out of downtown, and on a commercial bridge.

The cities do need another bridge. I just think you should be looking farther south, like 67th or Merrifield, where it will impact fewer existing neighborhoods. Grand Forks keeps growing southward. Eventually Merrifield will be in the middle of town and there will be services there that folks from EGF will want to utilize. What would be the prime user, anyway? Work commuters? Trucking? Grocery-getters?

The city is building out further south, so it makes sense to build a bridge further that way to reduce traffic volumes further north.

The city is growing and having a bridge on the south end will greatly improve safety and traffic.

The concept of connectivity should be explored/explained further.

The congestion in the " point" area of EGF is unsafe. It's difficult to get onto Bygland road from Rhinehart.

The contrived "need" for the project does not justify impacts on existing neighborhoods.

The current bridges route a lot of traffic through the downtown region and it could be better spread out. It is unreasonable to drive so far north when there could be a more southern crossing.

The direct connection will primarily be utilized for East grand Forks residence traveling into Grand Forks given the lack of infrastructure, residents, business and industry in the southern part of East grand Forks where the bridge would connect to. I do hope that the newly constructed bridge would facilitate expansion in this direction of East Grand Forks.

The ensuing traffic from building a bridge on a road that runs through neighborhoods with elementary and middle schools will end up a safety issue. No property owner, many of them families, bought a house in the Elks Drive or 32nd Ave neighborhood to have to put up with high volumes of traffic.

The future growth of the cities is hampered by the lack of bridges.

The majority of our residents are greatly limited on access, having to travel twice the distance necessary. Going from Altru Professional Center to the middle school should not be 5+ miles.

The Minnesota-Fourth Corridor has been hamstrung by selfish neighborhood groups who won't give up hundred-year-old, busted-up stamped concrete. Min-4 desperately needs a 40 mph speed limit and four lanes of traffic flow from the intersection east of the Point Bridge to the Grand Forks Mountain. Fifty years of experience has proven that no one in power in Grand Forks will do what's needed. GF and EGF can't even agree on the name of the bridge--in Grand Forks it's the "Point Bridge", but in EGF the sign says "Minnesota Ave. Bridge". Both cities are building to the south. A south-end bridge was essential forty years ago. Foot-dragging and lack of leadership has brought us to this crisis. BUILD THE DAMN BRIDGE, make it suitable for motor vehicle traffic for years to come (4-lanes or readily expandable to 4 lanes) and PRIORITIZE MOTOR VEHICLE TRAFFIC, or every person on the MPO should be fired for incompetence and professional neglect. Motor-vehicle traffic is 99% of all transportation, therefore 99% of time, money, effort, and enthusiasm should be devoted to FAST, SMOOTH, SAFE motor vehicle traffic.

The need to improve traffic to the already stressed, north end bridges is high. The schools to the affected areas now are impacted greatly. Redistributing the traffic will help alleviate the burden on the neighborhoods currently affected.

The point bridge connection is so busy especially in the morning during the school year. Also access to 32nd ave businesses are a key reason why I am in support.

There are already 3 bridges connecting Grand Forks to East Grand Forks. Adding a bridge that is so far South of both towns is absolutely pointless and would only cause safety issues in the Grand Forks neighborhoods where the bridge would be built. This bridge would also cause safety concerns to the greenway. Also, the new bridge would only add hassle when spring flooding occurs.

There are quite a few people that live on one side and work on the other. When I live on the S end of Grand Forks but work in East Grand Forks and it's flooding in the Spring, it makes my commute quite a bit longer especially with the additional traffic. The Point bridge is my usual route but it's one of the first bridges to close so then it reroutes me all the way around. When I am able to go over the Point bridge, the intersection on the East Grand Forks side at 1st St SE/Bygland Rd can get quite congested some mornings. Maybe not always coming from GF to EGF but quite often from EGF to GF. My sister lives on the S end of East Grand Forks and for her to go even to the Point bridge and back out to 32nd Ave for shopping, it takes at least an hour and that's just driving -- she hasn't even stepped foot in a store yet! It would almost be quicker for her to go to Crookston and we don't want people leaving our communities to go shopping when they can stay right here.

There are two many clauses in the statement, so it's unclear.

There are two schools along 32nd close to Belmont. The traffic will bring unsafe conditions to an already congested area at school start and let out. My children, living on W ELMWOOD WALK to school and have to cross Belmont and 32. This is not safe or the proper place for a bridge all in the name of E GFORKS Ease.

The red River is a pain to cross. A bridge on the south side would help and reduce traffic for other roadways as well

The reduction of traffic on the point bridge is a worthy goal but it cannot be done at the expense of another neighborhood.

There is so much traffic and many accident when half the town of grand forks has to travel north just to travel to south east grand forks, especially before and after work hours. This would allow for alternative routes And safer streets.

There is without a doubt a need for another bridge, that said the 2 sites chosen are not capable of handling the amount of traffic that this new bridge would see let alone the fact that people have drive ways that would be impacted by said traffic.

There needs to be a bridge at 32nd Ave. I live by the Point bridge and regularly get passed by drivers on residential streets who are in a rush and are zipping around my car going the speed limit. Grand Forks will conty to expand farther south every year so it makes the most sense to put the bridge as far south as possible.

There needs to be an additional crossing on the south end of town. As both cities continue to grow south, it becomes increasingly difficult and time consuming to travel to existing crossings to get to the other side of the river.

There needs to be another bridge. 32nd makes the most sense. Don't put it by a golf course and busy walking area.

There needs to be better and more efficient access between the two cities. Not only to reduce congestion at the point bridge, but also to increase accessibility to south end businesses for those residents in EGF.

The south bridge is long overdue

The southern growth of both Grand Forks and EGF have been present for many years, with future growth also likely to move in that direction. The lack of a more southern option is already creating significant traffic congestion and safety issues during certain times of the day. I also think the maps showing "out-of -direction travel" are particularly compelling when you look at a map and where the southern most bridge is located (Point).

the traffic is high in my neighborhood Reeves Drive from Minnesota- frequent speeding is observed despite speed bumps and other mitigation measures

Think it is needed to save energy and to allow for better traffic flow.

This bridge does not benefit Grand Forks residents in any way - there is really nothing on the south end of East Grand Forks for GF residents to go, so no need for this bridge.

This bridge is long overdue. Traffic on Belmont is ridiculous and that roadway is just not wide enough to handle the traffic. The people truly effected by this bridge would be those who live on Belmont. There would be less to no thru traffic after a bridge is built. Traffic on 32nd would remain the same, it would not increase. People from North side of town aren't gonna just go to the south to use a new bridge. Everyone's concerns about increased traffic is silly.

This does not help the people of Grand Forks it is only to help the people of EGF. If it goes forward they should fork the bill.

This is long overdue. Doing it now will prevent larger issues in future.

This proposed bridge clearly benefits EGF and clearly hurts GF. The MPO is convinced that a 32nd Ave bridge is the answer, and is patiently playing the long game to shove this down the throats of GF regardless of the complete disagreement from the citizens of GF.

This study an options offered do not include any evaluation of how a 42nd Ave bridge would help alleviate the traffic flows between the cities. Frankly, 32nd was not designed to be a "Corridor" street with many driveways backing onto it, and a close proximity school with dropoff/pickup happening directly on 32nd Ave. 42nd Ave has 1 driveway abutting it which could be rerouted to Chestnut quite easily. - Much better setbacks off of the street. And the School on it is fully setback with no parents parking directly on it for school pickup/drop off.

- The ship has sailed. - They made the mistakes when the houses and setbacks were set on 32nd Avenue. - Put the connection on 42nd where it belongs. - EGF development will follow the connection.

This topic has been debated for over 40 years. The decision was made years ago to put the bridge at 47th Ave S. Due to the changing political environment, the bridge proposal has moved north which would disrupt many more residential properties which were not given a heads up like the developments on 47th Ave S.

To ease congestion on other 2 bridges and avoid traveling through downtown.

Too much traffic and too long of a drive to get from the south end to EGF and vice versa.

Too much traffic is condensed in a two mile area near downtown for border crossings. This would cut down commuter time for south enders and make life safer for people who live down town.

Too much traffic trying to get to HWY 2 from anywhere in Grand Forks to EGF. If the far south end can now have access that would decrease the traffic on the main roads

Traffic around schools, specifically Phoenix Elementary, is what concerns me the most. Because people are forced north to cross to either side of the river it increases commute times and very likely results in speeding and other dangerous driving habits. Connecting the communities in a more efficient way would minimize commute times for people moving between the south ends of both cities.

Traffic on Belmont is constant. The bridge would (hopefully) cut that amount in half.

Traveling from the southend of Grand Forks to the southend of EGF is cumbersome.

Very important, they need a bridge on the southern side

We can't destroy existing neighborhoods in GF to add additional shopping access for EGF. It's ludricris!

We do not generate that much traffic. However, I live on Reeves and there is definately a speeding problem by my house and when I really pay attention it is usually, but not always a Minnesota license plate. GRRRRRRR

We don't need to buy egf a bridge

We live on the south side of East Grand Forks and travel to the 32nd street area of Grand Forks every day. This would be a great time saver for our family.

We need a bridge for cars only at 32nd

We need a further south end bridge 10 years ago. Time to stop whining and get it done. There are multiple choice options from 32nd and further south. Current homeowners and residential neighborhoods are going to have to drop their elitist attitudes and realize that as the cities grow, so will the infrastructure and some changes are going to need to be made.

We need another access to and from EGF, especially for those people living on the south end of town.

We need another bridge, just not at either of these sites.

We need a way to divert southend traffic away from downtown. Long overdue.

We need more roads and bridges for less traffic

We need to have a better connection between the two states that is equitable and safe for two-way commerce between

Which one is the highest priority 1 or 5. I think a new bridge is critical for the viability of EGF and GF.

While I do feel EGF needs this more than GF a bridge on 32nd would reduce a lot of traffic off Belmont and other high traffic roadways off MN Ave bridge

While I live in the North End of EGF and will likely use the new bridge only on rare occasions I believe that is very important for the safety and future development of both communities (but admittedly probably more important for EGF). Both GF and EGF are steadily growing to the South and the traffic issues in EGF will only get worse if a new bridge is not added.

With how far south GF and EGF have grown it's only logical to build a bridge and allow for better access between the 2 cities.

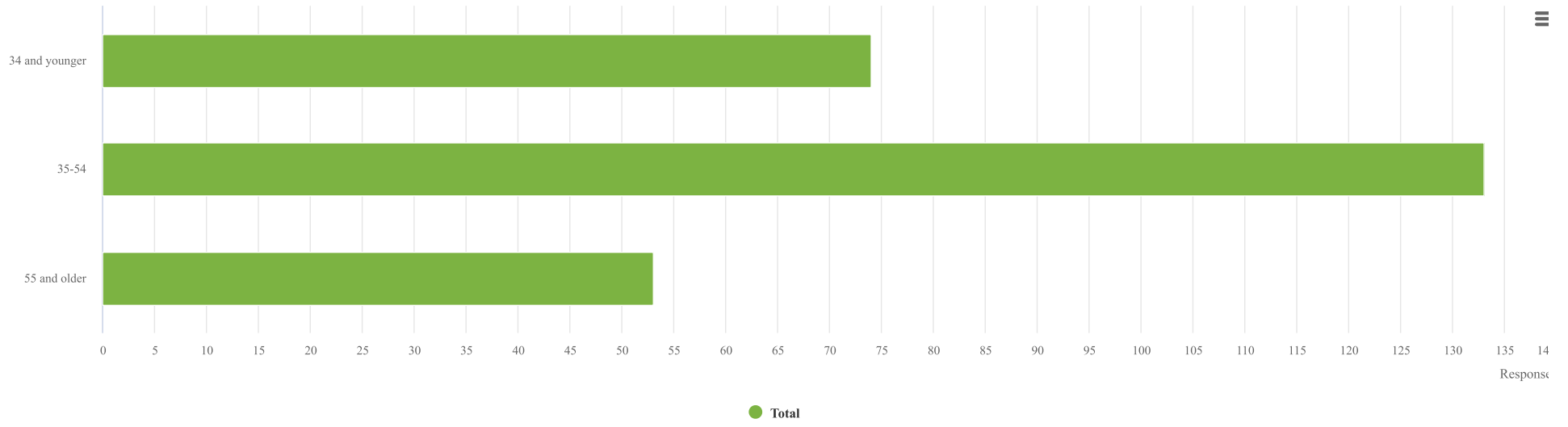
Would be more for this project if the intersection of Bygland rd se. and greenway blvd se was switched to possible stoplight for more pedestrian safety especially being the main intersection to the schools on the south end with added safety for our children walking or riding bikes to schools 9 months out of the year. Seems like that intersection has already been flagged as a critical crash point, and I am worried about all of the youths whose response times may not be fast enough to react on their way to/from school each day.

Would help with traffic downtown and allow for a crossing on the south end of town.

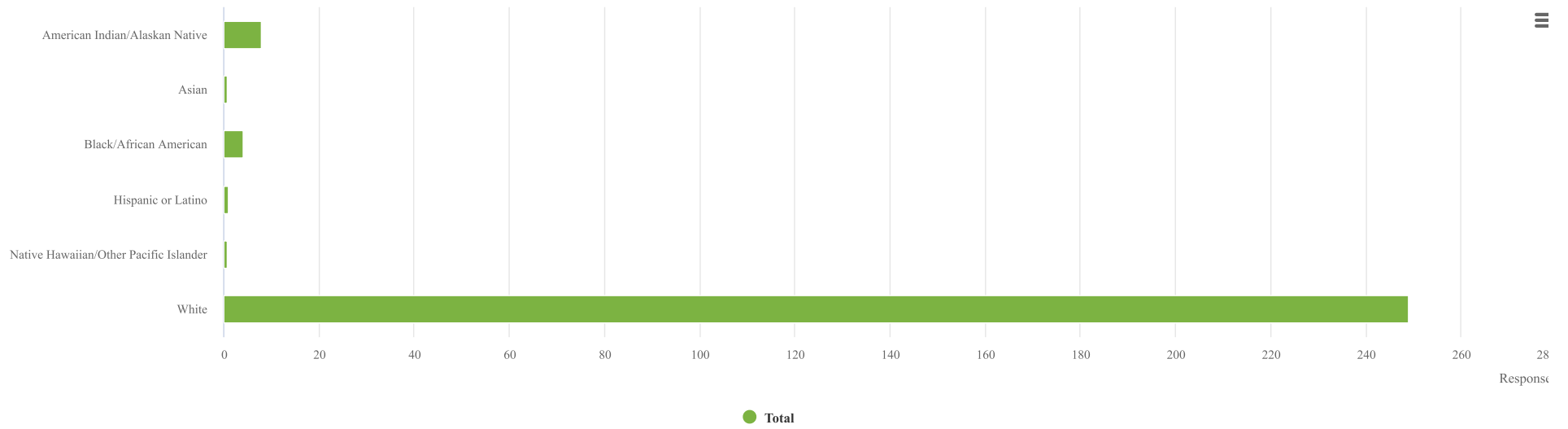
Your analysis did not include the construction of a Merrifield Road bridge. Grand Forks is moving to the south. Your future analysis needs to include an option that includes the Merrifield Road bridge.

Q5. Age:

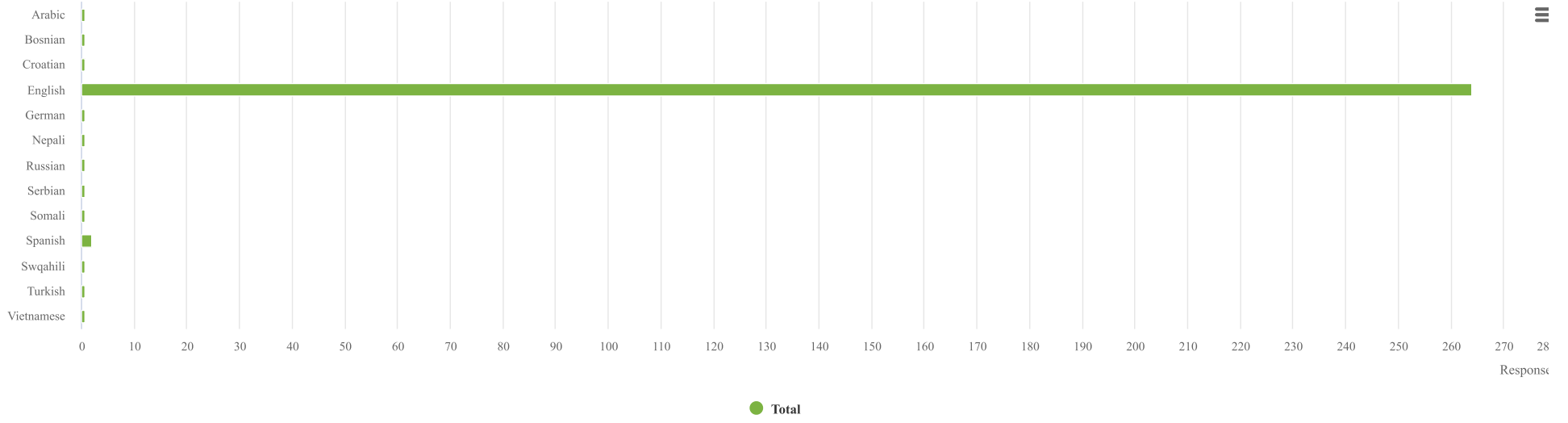
260 answers



Q6. Race:
262 answers

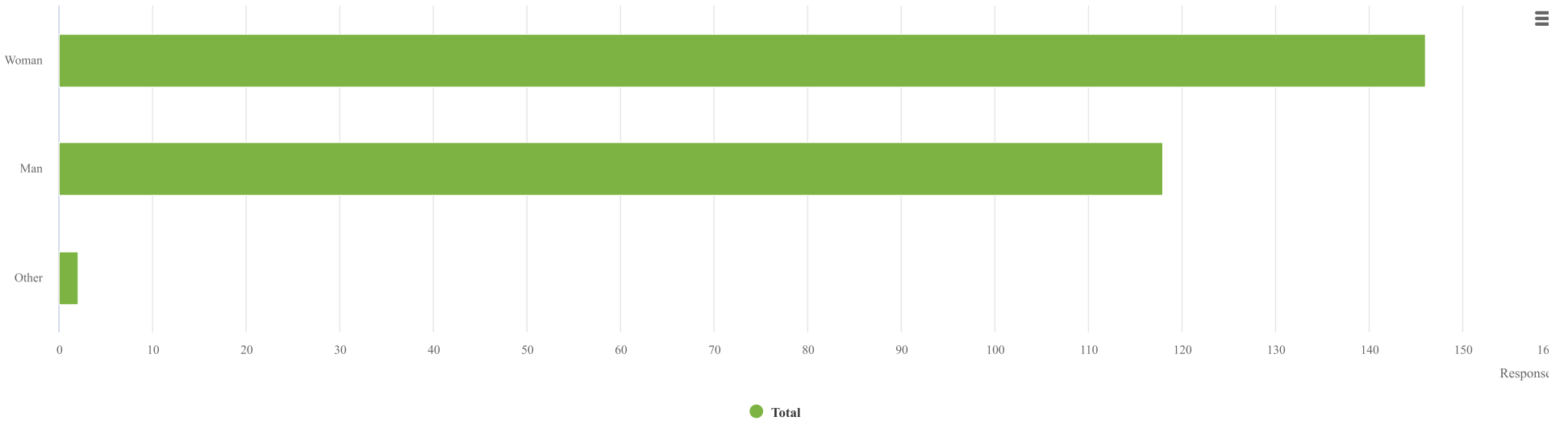


Q7. Language most frequently spoken in your home:
266 answers



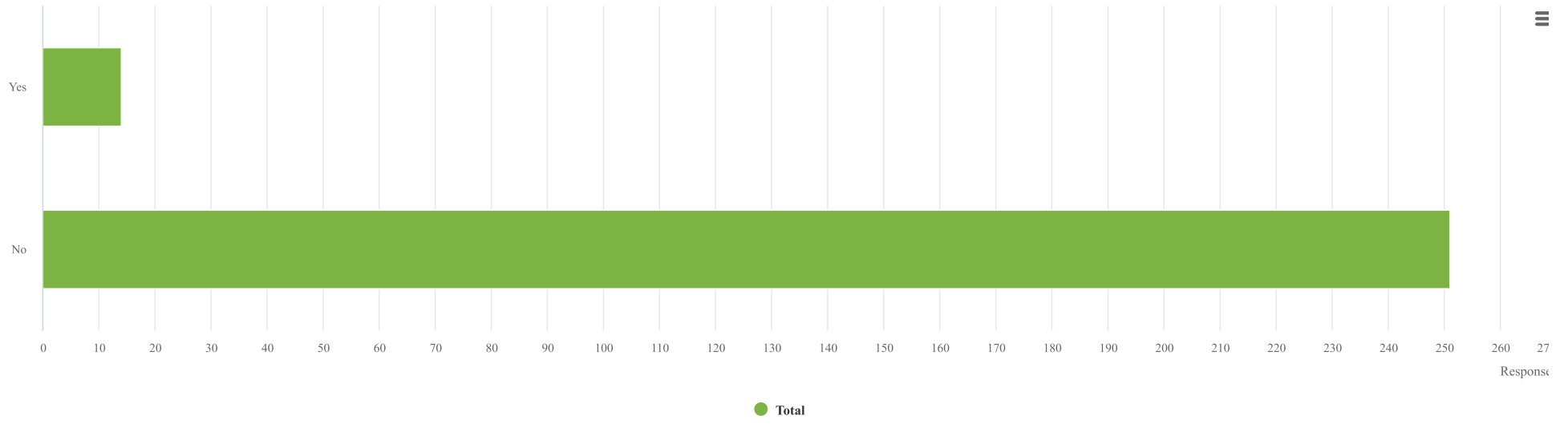
Q8. Gender:

266 answers



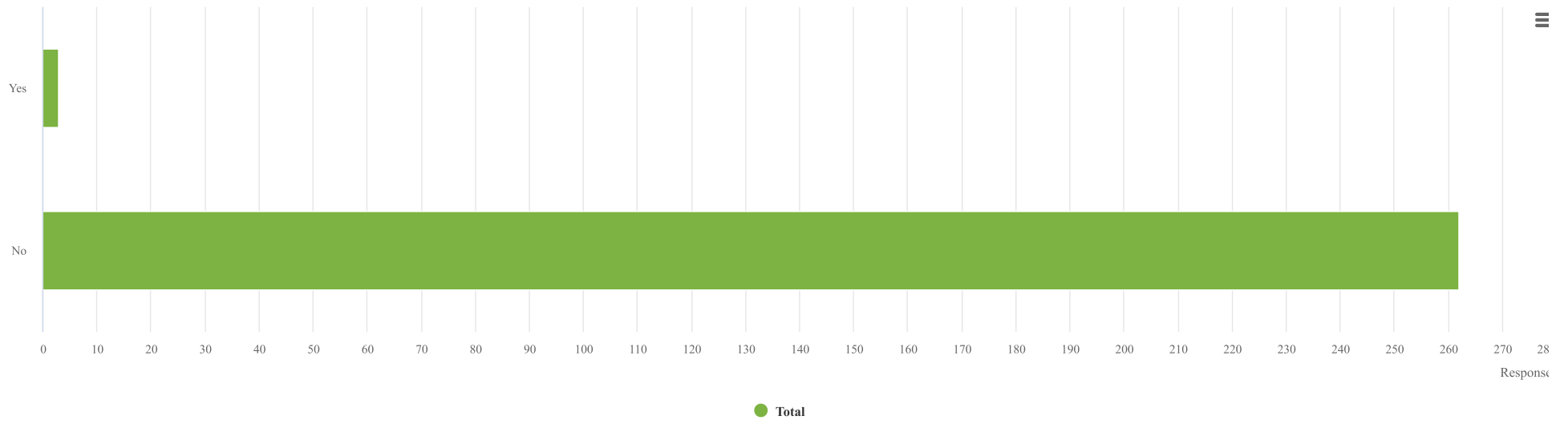
Q9. Disability:

265 answers



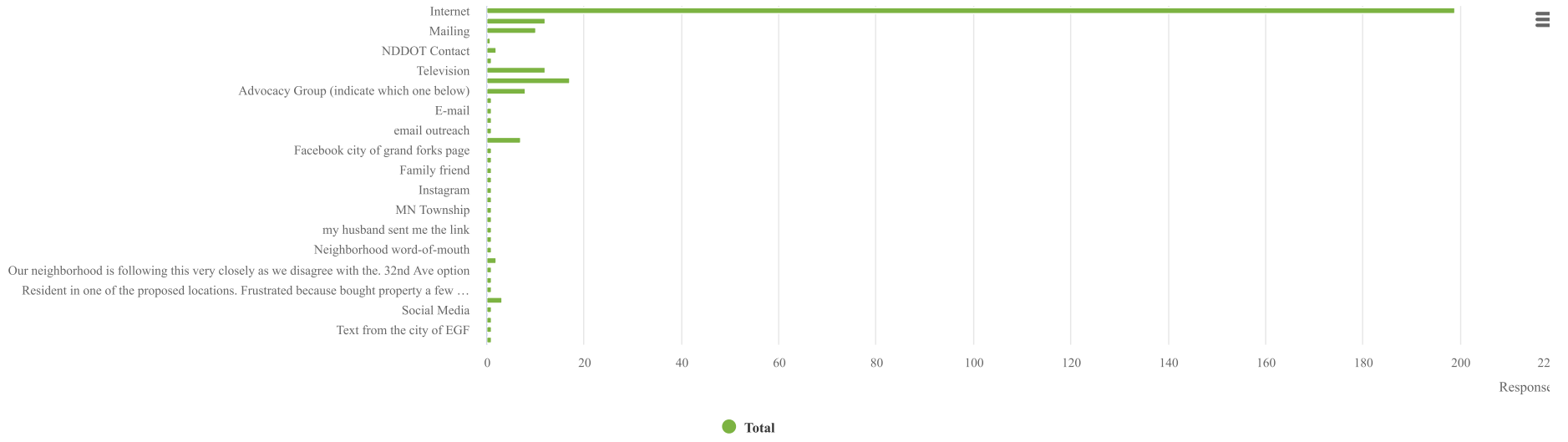
Q10. Do you receive public assistance?

265 answers



Q11. Indicate how you heard about the event:

259 answers



Q12. If you selected "Other" or "Advocacy Group" please indicate here:

18 answers

[Word Cloud](#) [Response List](#)

Responses [Download CSV](#)

Ad Hoc Group Member

chamber

DDA

email about city news/greenway issues

Facebook

Facebook neighborhood group

I found out about this meeting and the survey the day before the survey closed. I don't believe this was advertised very well to the public, particularly those of us that live close to the impact areas.

Instagram

I received an email from the school about the project.

My representative on the Ad Hoc Committee

Neighborhood word-of-mouth

Neighbors

Safe Kids

Sincerely: What sort of question is this: Do you receive public assistance? Do not see the purpose or benefit.

Social media

Spouse

Spouse

test

Welcome!

**Public
Meeting**

**Grand Forks/
East Grand Forks
Future Bridge Traffic
Impact Study**

Project Overview

Background

Prior studies and plans have identified the need for a new local river crossing between Grand Forks and East Grand Forks to reduce congestion on the Point Bridge and the surrounding roadway network.

- **2018 Metropolitan Transportation Plan**

- ▶ This plan identified needs for two new bridges: an intracity bridge for travel between Grand Forks and East Grand Forks and an intraregional bridge for regional trips. The current study addresses the need for a local bridge.

- **2020 Hydraulic Analysis of South End Red River Bridge study**

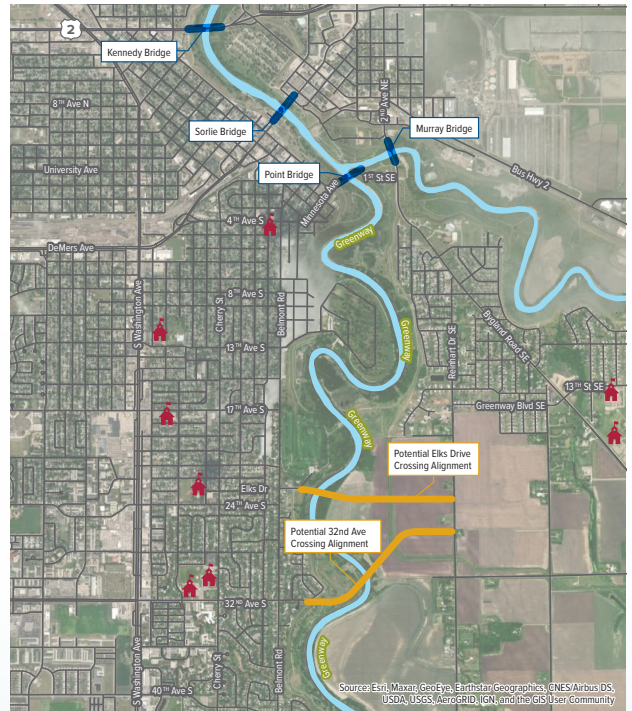
This study identified two crossing locations for further analysis:

- ▶ Elks Drive
- ▶ 32nd Avenue

The 2020 Hydraulics Analysis demonstrates that a crossing at 47th Avenue is infeasible because of the need for complicated flood mitigation.

The current study has evaluated river crossing alternatives in these corridors and related improvements on the local street system as needed. The proposed elevation for both alternatives is medium elevation, meaning that during a flood event it would close before the Kennedy Bridge but after the Point and Sorlie Bridges.

The products of this study may be adopted during a subsequent environmental review process.



Project Purpose

The purpose of the Grand Forks-East Grand Forks Future Bridge Project is to improve mobility and connectivity between Grand Forks and East Grand Forks by reducing congestion on the Point Bridge and connecting roadways and by providing a more direct connection for trips between the two cities.

Next Steps

- **Project Team:**

- ▶ Finalize evaluation results
- ▶ Prepare report

- **You: Get involved!**

Visit www.forks2forksbridge.com/info

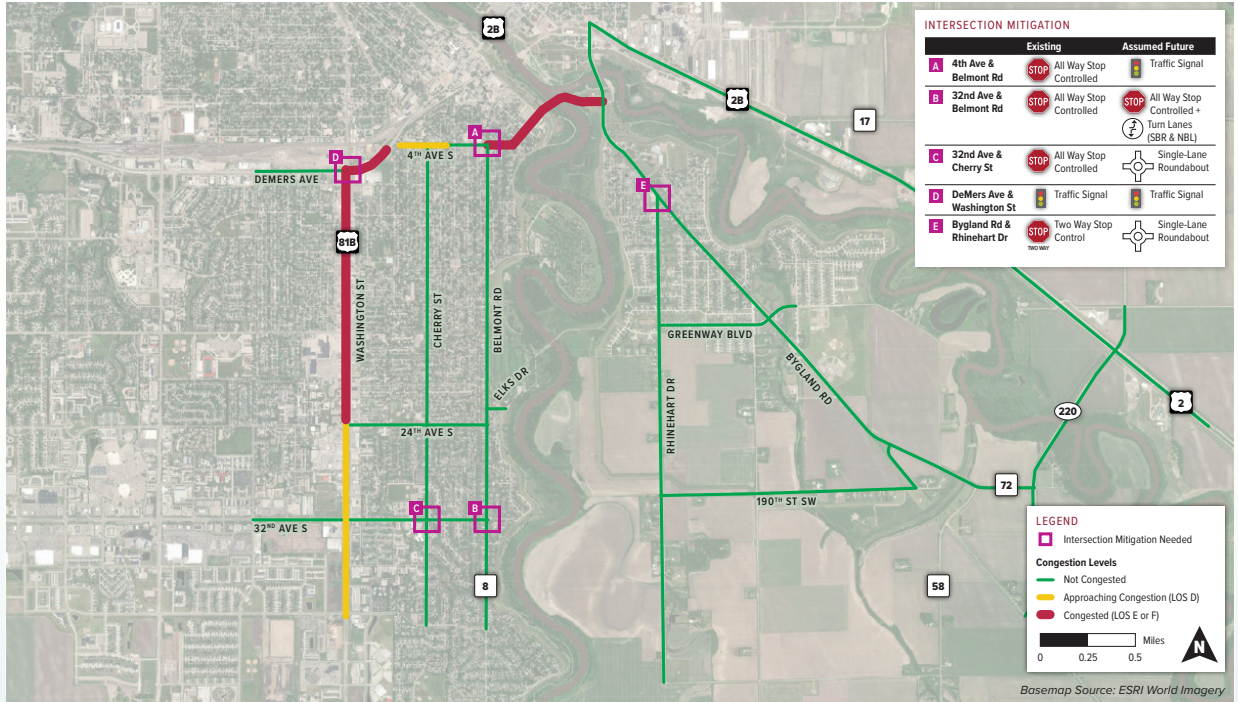
- ▶ Take Online Survey (Dec. 16, 2021 – Jan. 6, 2022)
- ▶ Watch Ad Hoc Group meetings



No New Bridge (Year 2045)

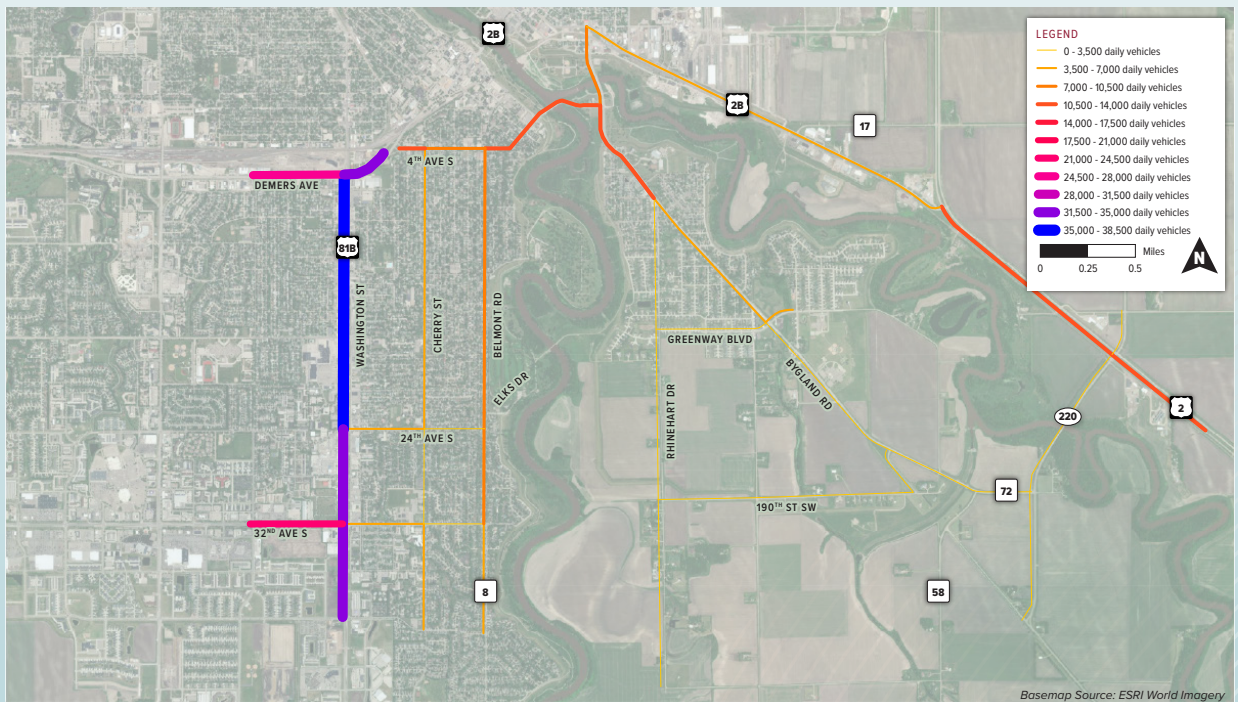
Congestion

- Without a new bridge, today's congestion will get worse, in particular on Washington Street, Demers Avenue and on and near the Point Bridge.
- Without a new bridge, improvements will be needed at 5 intersections to reduce congestion
 - This includes a major improvement on N. Washington Street



Traffic Volumes

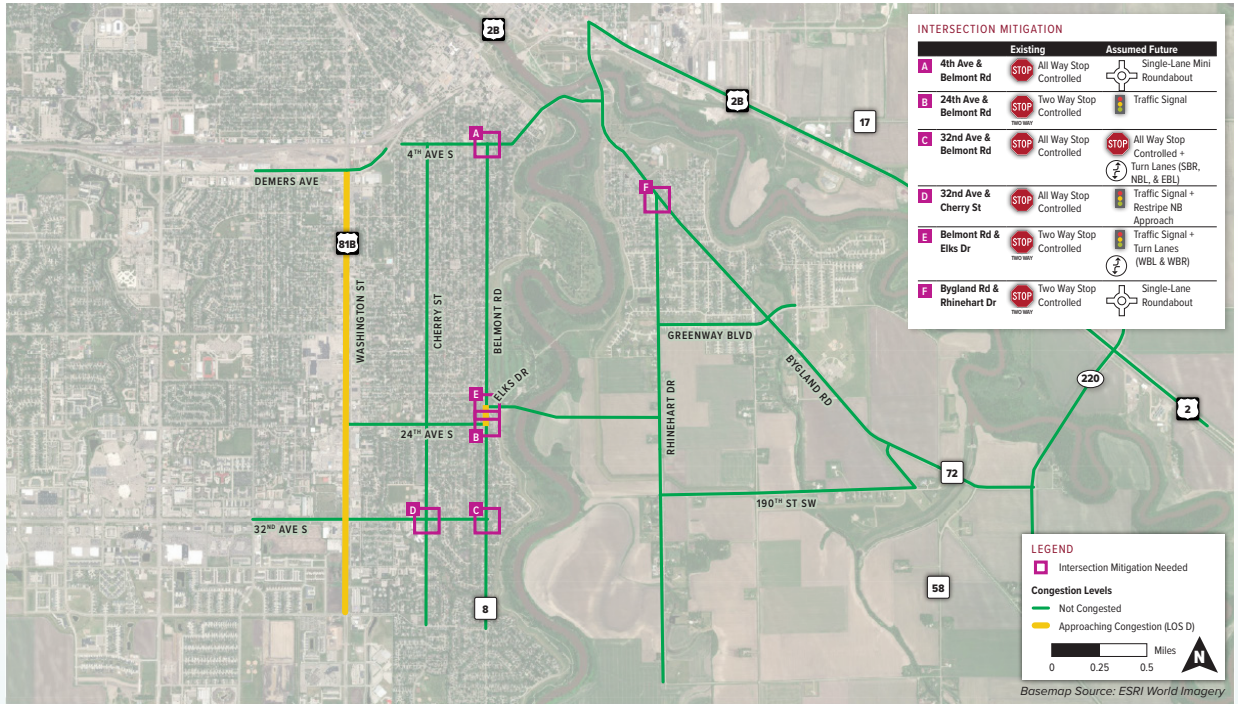
- With or without a new bridge, traffic volumes will continue to grow
- Without a new bridge, growth will be disproportionately in the northern parts of the city (out of balance)



Elks Drive Crossing (Year 2045)

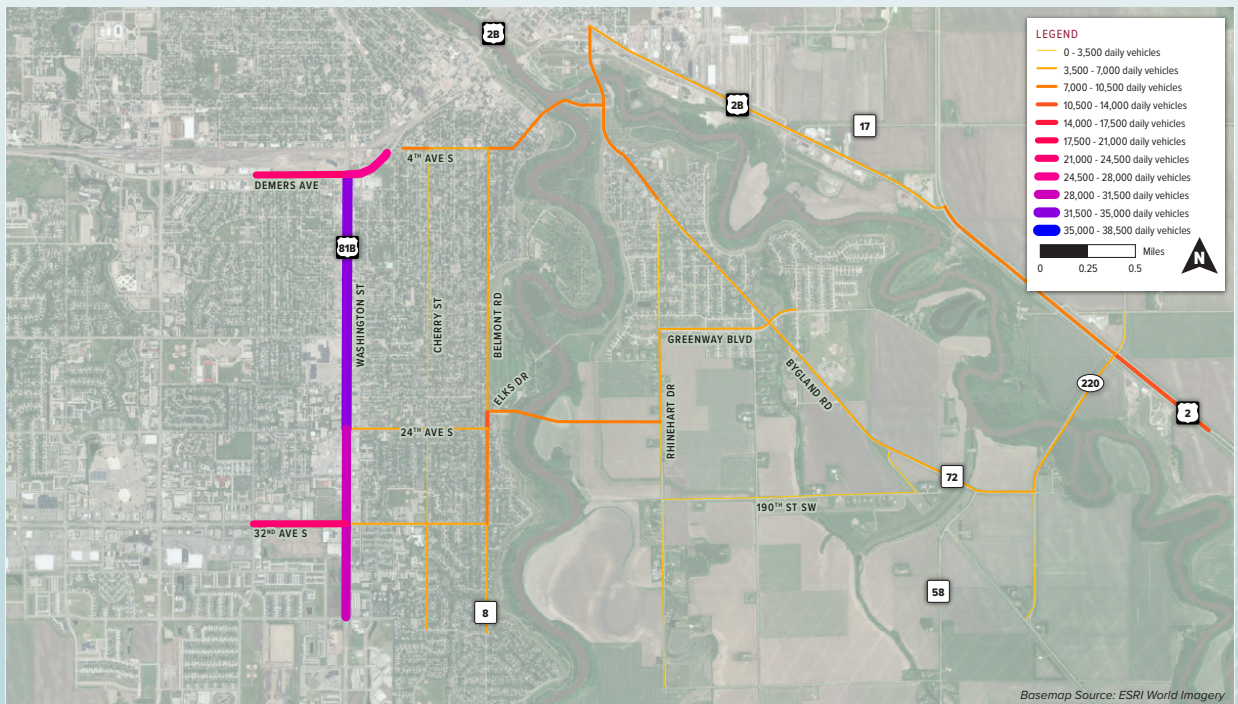
Congestion

- With a new bridge at Elks Drive, congestion will be reduced on Washington Street, Demers Avenue and on the Point Bridge
- Improvements will be needed at 6 intersections to reduce congestion



Traffic Volumes

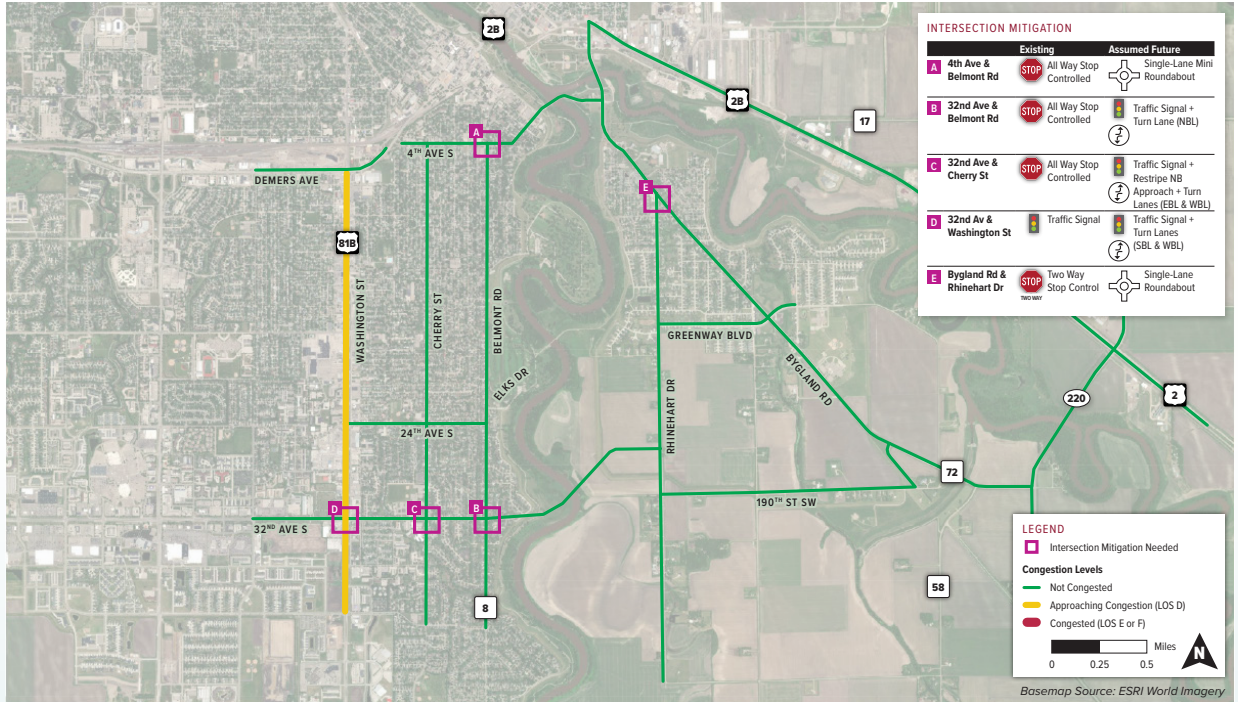
- With a new bridge at Elks Drive, traffic will be better balanced on the system
 - ▶ Traffic will be more evenly spread (more equitable)
 - ▶ Streets that have too much traffic today will see some relief



32nd Avenue Crossing (Year 2045)

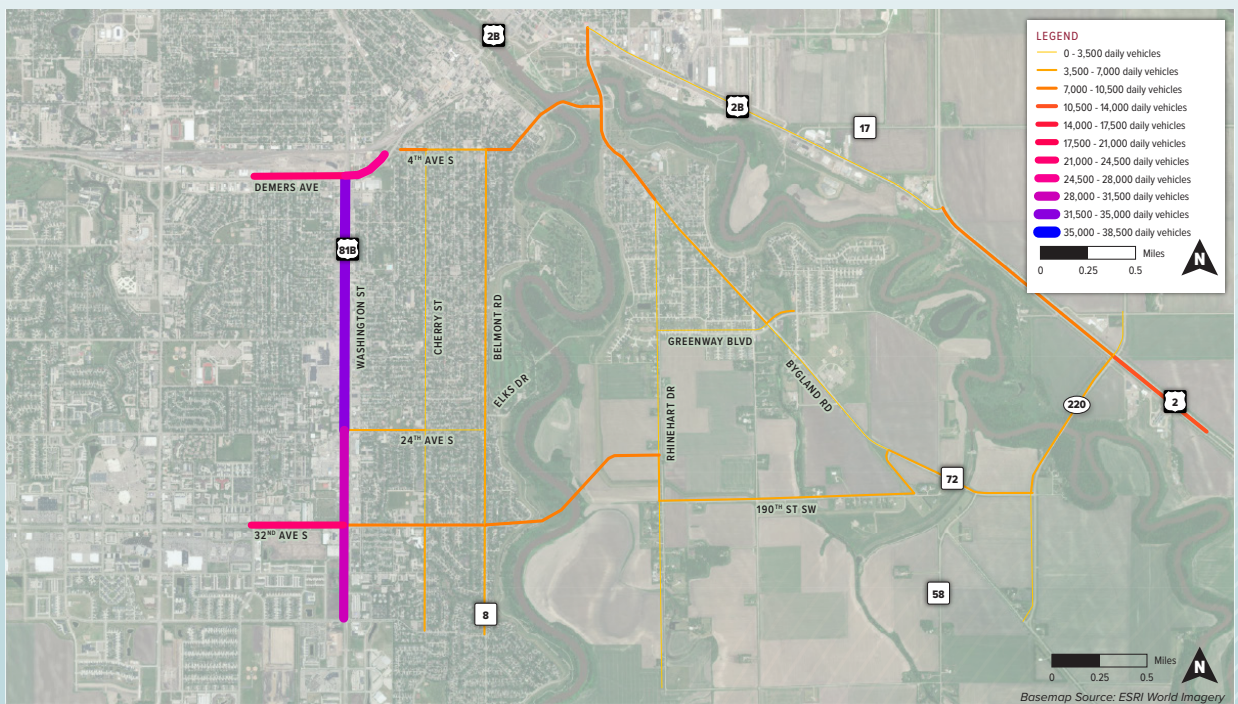
Congestion

- With a new bridge at 32nd Avenue, congestion will be reduced on Washington Street, Demers Avenue and on the Point Bridge
- Improvements will be needed at 5 intersections to reduce congestion



Traffic Volumes

- With a new bridge at 32nd Avenue, traffic will be better balanced on the system
 - ▶ Traffic will be more evenly spread (more equitable)
 - ▶ Streets that have too much traffic today will see some relief



School Traffic Safety

Today

- Safe access to schools for children and families is a priority
- School survey results by Safe Kids Grand Forks show current concerns about traffic volumes, speeds, and safety
 - ▶ These issues can be addressed today

Future Bridge

- There are 6 schools in Grand Forks and 2 in East Grand Forks in study area
- A new bridge in either location would better balance traffic near these schools
- Safety and traffic calming features near schools would be included with bridge design

Draft Evaluation Results							
Evaluation Criteria	Measure	Alternatives					
		No New Bridge		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Traffic change on study corridors adjacent to schools	Based on traffic exposure at all schools in study area (see measures below)	55,170		-3%		-0%	
Phoenix Elementary School	2045 AADT on adjacent road (4th Ave S)	8,010	C	-32%	A	-32%	A
	2045 AADT on adjacent road (Belmont Rd)	9,210	B	-39%	A	-32%	A
Lewis & Clark Elementary School	2045 AADT on adjacent road (13th Ave S)	5,546	A	-2%	A	-2%	A
Holy Family-St. Mary's Private School	2045 AADT on adjacent road (17th Ave S)	5,184	A	+3%	A	+1%	A
Viking Elementary School	2045 AADT on adjacent road (24th Ave S)	3,690	A	+49%	A	-0%	A
Kelly Elementary School	2045 AADT on adjacent road (Cherry St)	3,340	A	-17%	A	-29%	A
	2045 AADT on adjacent road (32nd Ave S)	5,330	A	+27%	A	+74%	C
Schroeder Middle School	2045 AADT on adjacent road (Cherry St)	3,340	A	-17%	A	-29%	A
	2045 AADT on adjacent road (32nd Ave S)	5,330	A	+27%	A	+74%	C
South Point Elementary School	2045 AADT on adjacent road (13th St SE)	3,740	A	-3%	A	-4%	A
Central Middle School	2045 AADT on adjacent road (Bygland Rd)	2,450	A	+46%	A	-20%	A

Level of Service

A
 B
 C
 D
 E or F

Pedestrian Safety and Traffic Calming Strategies

These are examples of improvements that could be installed near schools to calm traffic and improve pedestrian safety.

- **High-Visibility Crosswalk Markings:** A marked crosswalk alerts approaching motorists as to where pedestrians may be crossing the street.
- **Median Refuge Island:** Median refuge islands are raised areas in the center portion of a roadway that can serve as a place of refuge for pedestrians to wait for motorists to stop or for an adequate gap in traffic before crossing the second half of the street.
- **In-Lane Pedestrian Sign:** An in-lane pedestrian sign can alert drivers of the crosswalk placement.



- **Curb Extensions:** Curb extensions narrow the roadway and reduce crossing distance/vehicle exposure for pedestrians.
- **Rectangular Rapid Flashing Beacon (RRFB):** A rectangular rapid flashing beacon (RRFB) has two rapidly and alternatively flashing rectangular yellow indications attached to supplement a pedestrian warning sign at a crosswalk.
- **Mini Roundabout:** A mini roundabout can be used as a traffic calming device to improve pedestrian safety.



Source: Star Tribune

Envisioning a New Bridge

Features

A new bridge at Elks Drive or 32nd Avenue would have the following features.



2 travel lanes for vehicles



Signed for
"No trucks"



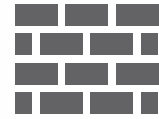
Includes bicycle/
pedestrian trail on bridge



The Greenway trail would
be routed under the
bridge (similar to other
bridges)



The high point of the
bridge would be about
3 feet above street level in
Grand Forks



The flood wall closure
system would be
maintained

Visualization

- This rendering shows how a new bridge could look.
- The photo was taken at Elks Drive but the look would be similar at Elks Drive or at 32nd Avenue



Draft Evaluation Results

	Evaluation Criteria	Measure	No New Bridge Rating	Alternatives Elks Drive Rating	32nd Ave Rating
Purpose and Need	Project Purpose				
	Compatible with project purpose	Yes or No	-	+	+
	Mobility and Congestion				
	Point Bridge Congestion	2045 LOS (V/C)	-	-	-
	Study Corridor Congestion	System average V/C = [sum of each segment's (V/C*AADT*length)]/[sum of all segments (length*AADT)] for year 2045	+	-	-
	S Washington St	Demers to 24th	-	N	-
	S Washington St	24th to 32nd	N	N	N
	S Washington St	32nd to 40th	N	N	N
	Belmont Rd	4th to Elks Dr	-	-	-
	Belmont Rd	Elks to 24th	-	N	-
	Belmont Rd	24th to 32nd	-	+	-
	Belmont Rd	32nd to 40th	-	-	-
	32nd Ave S	20th to Washington	+	+	+
	32nd Ave S	Washington to Cherry	-	-	+
	32nd Ave S	Cherry to Belmont	-	-	-
	24th Ave S	Washington to Cherry	-	-	-
	24th Ave S	Cherry to Belmont	-	-	-
	4th Ave S	Demers to Cherry	N	-	-
	4th Ave S	Cherry to Belmont	+	-	-
	4th Ave S	4th & Belmont to 1st & 3rd	-	-	-
	Cherry St	4th to 24th	-	-	-
	Cherry St	24th to 32nd	-	-	-
	Cherry St	32nd to 40th	-	-	-
	2nd Ave NE	2nd & US 2 to 3rd & 1st	-	-	-
	3rd Ave SE	3rd & 1st to Byglad & Rhinehart	+	-	-
	Byglad Rd SE	Rhinehart to Greenway	-	-	-
	Byglad Rd SE	Greenway to Byglad	-	-	-
	Byglad Rd SE	190th to Byglad	-	-	-
	Byglad Rd SE/Harley Dr	Byglad & Byglad to TH 220 & Harley Dr	-	-	-
	Rhinehart Dr SE	Byglad to Greenway	-	-	-
	Rhinehart Dr SE	Greenway to Elks Bridge	-	-	-
	Rhinehart Dr SE	Elks Bridge to 32nd Bridge	-	-	-
	Rhinehart Dr SE	32nd Bridge to 190th	-	-	-
	Rhinehart Dr SE	South of 190th	-	-	-
	Greenway Blvd SE	Rhinehart to Byglad	-	-	-
	Greenway Blvd SE	East of Byglad	-	-	-
	TH 220	South of Harley	-	-	-
	TH 220	Harley to US 2	-	-	-
	TH 220	North of US 2	-	-	-
	Demers Ave	20th to Washington	+	-	-
	Demers Ave	Washington to 4th	-	+	+
	190th St SW	East of Rhinehart	-	-	-
	US 2	West of 220	-	-	-
	US 2	East of 220	-	-	-
	Study Intersections - Congestion Mitigation Needed	Number of intersections requiring mitigation	-	-	-
	Study Intersections - Congestion After Mitigation	Number of intersections LOS E or worse after feasible mitigation	+	+	+
	Multimodal System Linkage				
Total miles of travel on the system (distance)	Urban VMT (Tables 38 and 39 from Appendix C - Red River Crossing Analysis)	N	+	+	
Total hours of travel on the system (time)	VHT (Tables 38 and 39 from Appendix C - Red River Crossing Analysis)	N	+	+	
Total miles of travel on study corridors (distance)	Values from ATAC Travel Demand Model	N	+	+	
Total hours of travel on study corridors (time)	Values from ATAC Travel Demand Model	N	+	+	
Ped/bike connectivity	Number and distribution of ped/bike connections across river	-	-	-	
Community and Economic Factors					
Total miles of travel on study corridors (distance)	Vehicles x Miles of Travel (VMT; from ATAC Travel Demand Model)	N	+	+	
S Washington St (Principal Arterial)	Demers to 24th	N	-	+	
S Washington St (Principal Arterial)	24th to 32nd	N	-	-	
S Washington St (Principal Arterial)	32nd to 40th	N	-	-	
S Washington St (Principal Arterial)	4th to Elks Dr	N	-	-	
Belmont Rd (Minor Arterial)	Elks to 24th	N	-	+	
Belmont Rd (Minor Arterial)	24th to 32nd	N	-	-	
Belmont Rd (Minor Arterial)	32nd to 40th	N	-	+	
32nd Ave S (Principal Arterial)	20th to Washington	N	-	-	
32nd Ave S (Minor Arterial)	Washington to Cherry	N	-	-	
32nd Ave S (Minor Arterial)	Cherry to Belmont	N	-	-	
24th Ave S (Major Collector)	Washington to Cherry	N	-	-	
24th Ave S (Major Collector)	Cherry to Belmont	N	-	-	
4th Ave S (Minor Arterial)	Demers to Cherry	N	+	-	
4th Ave S (Minor Arterial)	Cherry to Belmont	N	+	-	
4th Ave S (Minor Arterial)	4th & Belmont to 1st & 3rd	N	-	-	
Cherry St (Major Collector)	4th to 24th	N	+	+	
Cherry St (Major Collector)	24th to 32nd	N	+	-	
Cherry St (Major Collector)	32nd to 40th	N	+	-	
2nd Ave NE (Minor Arterial)	2nd & US 2 to 3rd & 1st	N	+	+	
3rd Ave SE (Minor Arterial)	3rd & 1st to Byglad & Rhinehart	N	+	+	
Byglad Rd SE (Minor Arterial)	Rhinehart to Greenway	N	+	+	
Byglad Rd SE (Minor Arterial)	Greenway to Byglad	N	-	+	
Byglad Rd SE (Minor Arterial)	190th to Byglad	N	-	-	
Byglad Rd SE/Harley Dr (Minor Arterial)	Byglad & Byglad to TH 220 & Harley Dr	N	-	-	
Rhinehart Dr SE (Major Collector)	Byglad to Greenway	N	+	+	
Rhinehart Dr SE (Minor Collector/Local Road)	Greenway to Elks Bridge	N	-	-	
Rhinehart Dr SE (Local Road)	Elks Bridge to 32nd Bridge	N	-	-	
Rhinehart Dr SE (Local Road)	32nd Bridge to 190th	N	-	-	
Rhinehart Dr SE (Local Road)	South of 190th	N	-	-	
Greenway Blvd SE (Major Collector)	Rhinehart to Byglad	N	-	-	
Greenway Blvd SE (Minor Collector)	East of Byglad	N	+	+	
TH 220 (Minor Arterial)	South of Harley	N	-	+	
TH 220 (Minor Arterial)	Harley to US 2	N	-	-	
TH 220 (Major Collector)	North of US 2	N	-	-	
Demers Ave (Principal Arterial)	20th to Washington	N	+	+	
Demers Ave (Principal Arterial)	Washington to 4th	N	+	+	
190th St SW (Local Road)	East of Rhinehart	N	-	-	
US 2 (Principal Arterial)	West of 220	N	-	-	
US 2 (Principal Arterial)	East of 220	N	+	+	
US 2B (Minor Arterial)	2nd to US 2	N	+	+	
Traffic change on study corridors adjacent to schools	Based on traffic exposure at all schools in study area (see measures below)	N	+	N	
Consistency with approved transportation plans	Is the alternative consistent with L RTP and city plans?	-	N	+	
Support for economic development	Degree of improved regional accessibility provided (qualitative)	N	+	+	
Impact to the Greenway (a protected Section 4(f) resource)	Level of impact	N	-	-	
Environmental Impacts					
Potential impact on flood protection system	Qualitative/planning level assessment	N	N	-	
Soil stability	Qualitative/planning level assessment	N	-	N	
Impacts to community resources¹	Qualitative/planning level assessment	N	N	N	
Impacts to natural resources²	Qualitative/planning level assessment	N	-	-	
Farmland impacts	Qualitative/planning level assessment	N	-	-	
Visual impacts	Qualitative/planning level assessment	N	-	-	
Air quality impacts	Assumed to correlate with congestion levels and total system travel distance	N	+	+	
Noise impacts	Assumed to correlate with traffic volumes on study segments	N	+	+	
Benefit/Cost					
Bridge Cost (\$ millions)	Source: 2020 Hydraulics Analysis of South End Red River Bridge	N/A	\$30.0M	\$36.4M	
Intersection Mitigation Cost (\$ millions)	Planning-level Cost Estimate (least-cost mitigation) - plus or minus 20%	\$17.2M - \$25.8M	\$2.4M - \$3.6M	\$3.1M - \$4.7M	
Total Planning Level Cost Estimate (\$ millions)	Total of bridge and intersection mitigation costs	\$17.2M - \$25.8M	\$32.4M - \$33.6M	\$39.5M - \$41.4M	
Transportation Benefits	Estimated Transportation Benefits	n/a	\$30.3M	\$48.5M	
Benefit-Cost Ratio	Estimated - for relative comparison only	n/a	Less than 1	Greater than 1	
Cost					

¹Community resources include environmental justice, historic and cultural resources, parks, open space, and recreational areas (note: impacts to Schools and the Greenway are evaluated separately)

²Natural resources include water bodies, wetlands, wildlife, floodplain, threatened and endangered species, non-invasive plants, soils, and trees



Key Takeaways

- Both options address the identified needs
- Both options provide a more equitable distribution of traffic
- 32nd Avenue has a greater cumulative benefit for hours and miles traveled and a positive benefit-cost ratio
- School safety would be designed in to either option
- This study is not recommending one option over the other

Evaluation Summary: Key Differentiators

This simplified table shows the higher order criteria where the two alternatives had different scores. The criteria that are not shown had the same score for both Elks Drive and 32nd Avenue options.

Evaluation Criteria		Alternatives		
		No New Bridge Rating	Elks Drive Rating	32nd Ave Rating
Purpose and Need	Multimodal System Linkage			
	Total miles of travel on the system (distance)	N	+	++
	Total hours of travel on the system (time)	N	+	++
	Total miles of travel on study corridors (distance)	N	+	++
	Total hours of travel on study corridors (time)	N	+	++
	Ped/bike connectivity	-	+	++
	Community and Economic Factors			
	Total miles of travel on study corridors (distance)	N	+	++
	Traffic change on study corridors adjacent to schools	N	+	N
	Consistency with approved transportation plans	-	N	+
Env. Impacts	Environmental Impacts			
	Potential impact on flood protection system	N	N	-
	Soil stability	N	-	N
Cost	Benefit/Cost			
	Bridge Cost (\$ millions)	N/A	\$30.0M	\$36.4M
	Intersection Mitigation Cost (\$ millions)	\$17.2M - \$25.8M	\$2.4M - \$3.6M	\$3.1M - \$4.7M
	Total Planning Level Cost Estimate (\$ millions)	\$17.2M - \$25.8M	\$32.4M - \$33.6M	\$39.5M - \$41.4M
	Transportation Benefits (\$ millions)	N/A	\$30.3M	\$48.5M
Benefit-Cost Ratio	N/A	Less than 1	Greater than 1	

Rating ++ + N - --

A light blue map of a road network, primarily Gateway Drive, with a winding river to the right. A white bridge graphic with vertical supports is positioned at the bottom center, overlapping a dark red horizontal bar. A dark teal banner is located at the top left.

Future Bridge Traffic Impact Study

Public Open House #2

DECEMBER 2021



Welcome to Public Open House #2

Purpose

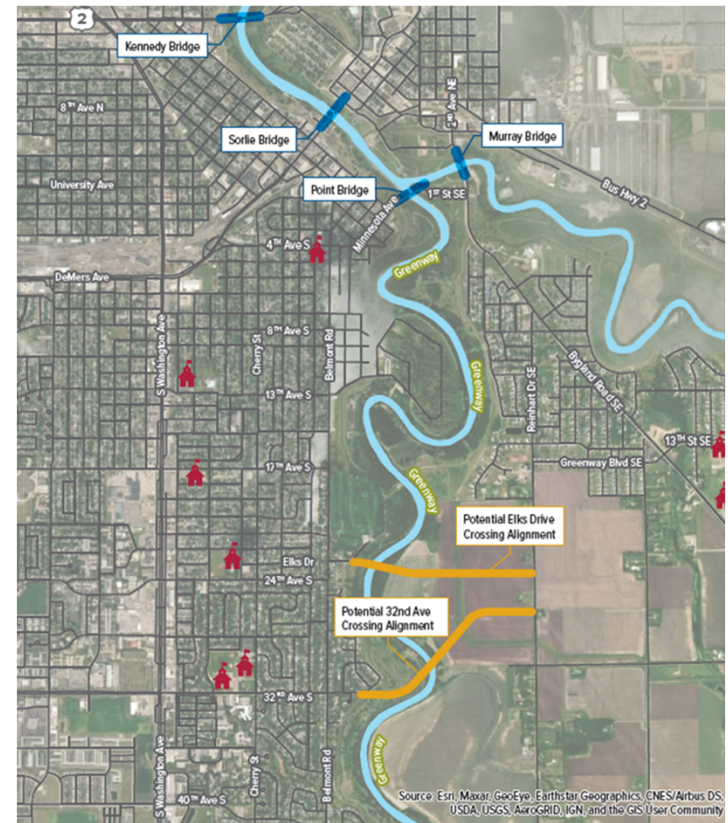
- Review and input on alternatives evaluation results

In Person

- Thursday, Dec 16, 4:30-6:30 pm
- East Grand Forks City Hall (Rotunda)

On Line

- Dec 16 – Jan 6 (3 weeks)
- Presentation materials and survey





Evaluation of Alternatives



Alternatives Evaluation

Purpose

- Compare performance of each alternative against Purpose and Need
- Compare against each other
 - No Build
 - Elks Drive
 - 32nd Ave
- Results are for Year 2045

Evaluation Criteria	Metric	Alternative		
		No Build	Elks Drive	32 nd Ave
Project Purpose		Rating	Rating	Rating
Artists and Artists				
Mobility and Congestion				
Cost				
Community and Economic Factors				
Environmental Impacts				
Health and Safety				
Operational Impacts				
Other				
Total				





Alternatives Evaluation (cont'd)

Criteria

- Meets project purpose?
- Meets identified needs?
 - Mobility and Congestion
 - Multimodal System Linkage
 - Crashes [not evaluated at planning level]
 - Community and Economic Factors
 - Environmental Impacts
- Cost



Alternatives Evaluation (cont'd)

Criteria: Purpose and Need

- Mobility and Congestion
 - Point Bridge Congestion
 - Study Segment Congestion
 - Study Intersection Congestion
- Multimodal System Linkage
 - System travel distance and time
 - Study corridor travel distance and time
 - Bike/ped connectivity
- Community and Economic Factors
 - Traffic volume on study corridors
 - Traffic volume on study corridors adjacent to schools
- Consistency with transportation plans
- Support for economic development
- Impact on Greenway
- Environmental Impacts
 - Flood protection system
 - Soil stability
 - Community resources
 - Natural resources
 - Farmland
 - Visual
 - Air
 - Noise
- Cost
 - Bridge cost (from 2020 study)
 - Intersection improvements (mitigation)

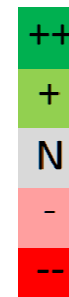


Alternatives Evaluation (cont'd)

Measures

- Planning level
 - Quantitative when possible (traffic)
 - Qualitative otherwise
 - Comparative or absolute
- Avoid double counting
- Not adding/totaling scores
 - Not weighted
- Pairwise comparison/key differentiators

Ratings (5-point scales)



Alternatives Evaluation (cont'd)

Interpreting the Results

- Focus on understanding what we've got
 - Are we solving the problem (compare to No Build?)
 - Does one option solve it better (Elks vs 32nd)?

Public Review

- Ad Hoc Group Meeting
- Open House

Then What?

- Final review by Technical Advisory Committee
- Study Report
 - Document the results but not recommend a “preferred alternative”
 - Lay groundwork for next steps – funding, preliminary design



Evaluation Results

Project Purpose + Mobility and Congestion

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Project Purpose							
Compatible with project purpose	Yes or No	No	-	Yes	+	Yes	+
Mobility and Congestion							
Point Bridge Congestion	2045 LOS (V/C)	E (0.99)	-	A (0.57)	++	B (0.61)	++
Study Corridor Congestion	System average V/C = [sum of each segment's (V/C*AADT*length)]/[sum of each segment's AADT*length]	C (0.74)	+	B (0.62)	++	B (0.63)	++
Study Intersections - Congestion Mitigation Needed	Number of intersections requiring mitigation	5	-	6	-	5	-
Study Intersections - Congestion After Mitigation	Number of intersections LOS E or worse after feasible mitigation	0	+	0	+	0	+

Yellow highlight = summary line (see details)

LOS Ratings Key

LOS A/B	++
LOS C	+
LOS D	N
LOS E	-
LOS F	--



Evaluation Criteria	Measure	No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Study Corridor Congestion	System average V/C = [sum of each segment's (V/C*AADT*length)]/[su	C (0.74)	+	B (0.62)	++	B (0.63)	++
S Washington St	Demers to 24th	F (1.03)	-	D (0.89)	N	E (0.92)	-
S Washington St	24th to 32nd	D (0.89)	N	D (0.83)	N	D (0.83)	N
S Washington St	32nd to 40th	D (0.89)	N	D (0.82)	N	D (0.83)	N
Belmont Rd	4th to Elks Dr	B (0.63)	++	A (0.43)	++	A (0.43)	++
Belmont Rd	Elks to 24th	A (0.56)	++	D (0.87)	N	A (0.37)	++
Belmont Rd	24th to 32nd	B (0.69)	++	C (0.76)	+	A (0.53)	++
Belmont Rd	32nd to 40th	A (0.48)	++	A (0.43)	++	A (0.44)	++
32nd Ave S	20th to Washington	C (0.77)	+	C (0.73)	+	C (0.77)	+
32nd Ave S	Washington to Cherry	A (0.42)	++	A (0.53)	++	C (0.73)	+
32nd Ave S	Cherry to Belmont	A (0.27)	++	A (0.41)	++	B (0.63)	++
24th Ave S	Washington to Cherry	A (0.35)	++	A (0.53)	++	A (0.35)	++
24th Ave S	Cherry to Belmont	A (0.14)	++	A (0.36)	++	A (0.13)	++
4th Ave S	Demers to Cherry	D (0.88)	N	A (0.58)	++	B (0.63)	++
4th Ave S	Cherry to Belmont	C (0.72)	+	A (0.44)	++	A (0.49)	++
4th Ave S	4th & Belmont to 1st & 3rd	E (0.99)	-	A (0.57)	++	B (0.61)	++
Cherry St	4th to 24th	A (0.42)	++	A (0.31)	++	A (0.31)	++
Cherry St	24th to 32nd	A (0.32)	++	A (0.27)	++	A (0.23)	++
Cherry St	32nd to 40th	A (0.39)	++	A (0.38)	++	A (0.39)	++
2nd Ave NE	2nd & US 2 to 3rd & 1st	B (0.62)	++	A (0.50)	++	A (0.52)	++
3rd Ave SE	3rd & 1st to Bygland & Rhinehart	C (0.78)	+	A (0.51)	++	A (0.54)	++
Bygland Rd SE	Rhinehart to Greenway	A (0.38)	++	A (0.25)	++	A (0.27)	++
Bygland Rd SE	Greenway to Bygland	A (0.17)	++	A (0.24)	++	A (0.13)	++
Bygland Rd SE	190th to Bygland	A (0.14)	++	A (0.31)	++	A (0.35)	++
Bygland Rd SE/Harley Dr	Bygland & Bygland to TH 220 & Harley Dr	A (0.14)	++	A (0.30)	++	A (0.35)	++
Rhinehart Dr SE	Bygland to Greenway	A (0.26)	++	A (0.22)	++	A (0.23)	++
Rhinehart Dr SE	Greenway to Elks Bridge	A (0.03)	++	A (0.53)	++	A (0.31)	++
Rhinehart Dr SE	Elks Bridge to 32nd Bridge	A (0.03)	++	A (0.18)	++	A (0.31)	++
Rhinehart Dr SE	32nd Bridge to 190th	A (0.03)	++	A (0.18)	++	A (0.44)	++
Rhinehart Dr SE	South of 190th	A (0.02)	++	A (0.03)	++	A (0.03)	++
Greenway Blvd SE	Rhinehart to Bygland	A (0.21)	++	A (0.47)	++	A (0.28)	++
Greenway Blvd SE	East of Bygland	A (0.36)	++	A (0.35)	++	A (0.34)	++
TH 220	South of Harley	A (0.05)	++	A (0.04)	++	A (0.04)	++
TH 220	Harley to US 2	A (0.17)	++	A (0.33)	++	A (0.37)	++
TH 220	North of US 2	A (0.00)	++	A (0.00)	++	A (0.00)	++
Demers Ave	20th to Washington	C (0.78)	+	B (0.64)	++	B (0.65)	++
Demers Ave	Washington to 4th	E (0.96)	-	C (0.78)	+	C (0.80)	+
190th St SW	East of Rhinehart	A (0.01)	++	A (0.15)	++	A (0.42)	++
US 2	West of 220	A (0.37)	++	A (0.27)	++	A (0.26)	++
US 2	East of 220	A (0.28)	++	A (0.28)	++	A (0.27)	++

Traffic Volumes Ratings Key

Decrease >25%	++
Decrease <25%	+
No change	N
Increase <25%	-
Increase >25%	--



Evaluation Results

Multimodal System Linkage

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Multimodal System Linkage							
Total miles of travel on the system (distance)	Urban VMT (Tables 38 and 39 from Appendix C - Red River Crossing Analysis)	1,054,784	N	14,600 less	+	24,721 less	++
Total hours of travel on the system (time)	VHT (Tables 38 and 39 from Appendix C - Red River Crossing Analysis)	59,702	N	522 less	+	831 less	++
Total miles of travel on study corridors (distance)	Values from ATAC Travel Demand Model	205,490	N	314 less	+	3,448 less	++
Total hours of travel on study corridors (time)	Values from ATAC Travel Demand Model	3,430	N	66 less	+	112 less	++
Ped/bike connectivity	Number and distribution of ped/bike connections across river	4	-	5/less spread	+	5/more spread	++



Evaluation Results

Community and Economic Factors

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Community and Economic Factors							
Total miles of travel on study corridors (distance)	Vehicles x Miles of Travel (VMT; from ATAC Travel Demand Model)	205,490	N	314 less	+	3,448 less	++
Traffic change on study corridors adjacent to schools	Based on traffic exposure at all schools in study area (see measures below)	55,170	N	53,684 (-3%)	+	54,896 (-0%)	N
Consistency with approved transportation plans	Is the alternative consistent with LRTP and city plans?	No	-	No	N	Yes	+
Support for economic development	Degree of improved regional accessibility provided (qualitative)	No Change	N	Improve	+	Improve	+
Impact to the Greenway (a protected Section 4(f) resource)	Level of impact	None	N	Smaller footprint	-	Larger footprint	-



Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Total miles of travel on study corridors (distance)	Vehicles x Miles of Travel (VMT; from ATAC Travel Demand Model)	205,490	N	314 less	+	3,448 less	++
<i>S Washington St (Principal Arterial)</i>	<i>Demers to 24th</i>	44,101	N	42,356 (-4%)	+	43,159 (-2%)	+
<i>S Washington St (Principal Arterial)</i>	<i>24th to 32nd</i>	15,337	N	15,717 (+2%)	-	15,431 (+1%)	-
<i>S Washington St (Principal Arterial)</i>	<i>32nd to 40th</i>	13,624	N	14,093 (+3%)	-	14,238 (+5%)	-
<i>Belmont Rd (Minor Arterial)</i>	<i>4th to Elks Dr</i>	9,717	N	7,019 (-28%)	++	6,802 (-30%)	++
<i>Belmont Rd (Minor Arterial)</i>	<i>Elks to 24th</i>	553	N	981 (+77%)	--	415 (-25%)	+
<i>Belmont Rd (Minor Arterial)</i>	<i>24th to 32nd</i>	3,701	N	3,812 (+3%)	-	2,285 (-38%)	++
<i>Belmont Rd (Minor Arterial)</i>	<i>32nd to 40th</i>	2,996	N	2,400 (-20%)	+	2,483 (-17%)	+
<i>32nd Ave S (Principal Arterial)</i>	<i>20th to Washington</i>	12,118	N	14,045 (+16%)	-	14,322 (+18%)	-
<i>32nd Ave S (Minor Arterial)</i>	<i>Washington to Cherry</i>	2,423	N	3,149 (+30%)	--	4,225 (+74%)	--
<i>32nd Ave S (Minor Arterial)</i>	<i>Cherry to Belmont</i>	1,316	N	1,761 (+34%)	--	2,698 (+105%)	--
<i>24th Ave S (Major Collector)</i>	<i>Washington to Cherry</i>	1,635	N	2,570 (+57%)	--	1,790 (+9%)	-
<i>24th Ave S (Major Collector)</i>	<i>Cherry to Belmont</i>	189	N	1,221 (+546%)	--	441 (+133%)	--
<i>4th Ave S (Minor Arterial)</i>	<i>Demers to Cherry</i>	973	N	755 (-22%)	+	822 (-16%)	+
<i>4th Ave S (Minor Arterial)</i>	<i>Cherry to Belmont</i>	2,687	N	1,791 (-33%)	++	1,989 (-26%)	++
<i>4th Ave S (Minor Arterial)</i>	<i>4th & Belmont to 1st & 3rd</i>	8,070	N	4,789 (-41%)	++	5,210 (-35%)	++
<i>Cherry St (Major Collector)</i>	<i>4th to 24th</i>	4,634	N	3,546 (-23%)	+	3,619 (-22%)	+
<i>Cherry St (Major Collector)</i>	<i>24th to 32nd</i>	1,419	N	1,392 (-2%)	+	1,233 (-13%)	+
<i>Cherry St (Major Collector)</i>	<i>32nd to 40th</i>	2,044	N	1,904 (-7%)	+	1,931 (-6%)	+
<i>2nd Ave NE (Minor Arterial)</i>	<i>2nd & US 2 to 3rd & 1st</i>	4,075	N	3,359 (-18%)	+	3,395 (-17%)	+
<i>3rd Ave SE (Minor Arterial)</i>	<i>3rd & 1st to Bygland & Rhinehart</i>	7,412	N	5,075 (-32%)	++	5,358 (-28%)	++
<i>Bygland Rd SE (Minor Arterial)</i>	<i>Rhinehart to Greenway</i>	5,056	N	3,681 (-27%)	++	3,845 (-24%)	+
<i>Bygland Rd SE (Minor Arterial)</i>	<i>Greenway to Bygland</i>	1,896	N	2,812 (+48%)	--	1,507 (-21%)	+
<i>Bygland Rd SE (Minor Arterial)</i>	<i>190th to Bygland</i>	495	N	1,180 (+138%)	--	1,369 (+177%)	--
<i>Bygland Rd SE/Harley Dr (Minor Arterial)</i>	<i>Bygland & Bygland to TH 220 & Harley Dr</i>	1,089	N	2,130 (+96%)	--	2,454 (+125%)	--
<i>Rhinehart Dr SE (Major Collector)</i>	<i>Bygland to Greenway</i>	2,663	N	2,078 (-22%)	+	2,126 (-20%)	+
<i>Rhinehart Dr SE (Minor Collector/Local Road)</i>	<i>Greenway to Elks Bridge</i>	116	N	874 (+653%)	--	512 (+341%)	--
<i>Rhinehart Dr SE (Local Road)</i>	<i>Elks Bridge to 32nd Bridge</i>	141	N	1,807 (+1182%)	--	1,761 (+1149%)	--
<i>Rhinehart Dr SE (Local Road)</i>	<i>32nd Bridge to 190th</i>	58	N	425 (+633%)	--	732 (+1162%)	--
<i>Rhinehart Dr SE (Local Road)</i>	<i>South of 190th</i>	115	N	144 (+25%)	--	149 (+30%)	--
<i>Greenway Blvd SE (Major Collector)</i>	<i>Rhinehart to Bygland</i>	965	N	2,332 (+142%)	--	1,146 (+19%)	-
<i>Greenway Blvd SE (Minor Collector)</i>	<i>East of Bygland</i>	912	N	535 (-41%)	++	531 (-42%)	++
<i>TH 220 (Minor Arterial)</i>	<i>South of Harley</i>	457	N	416 (-9%)	+	367 (-20%)	+
<i>TH 220 (Minor Arterial)</i>	<i>Harley to US 2</i>	2,103	N	3,878 (+84%)	--	4,298 (+104%)	--
<i>TH 220 (Major Collector)</i>	<i>North of US 2</i>	14	N	3 (-79%)	++	3 (-79%)	++
<i>Demers Ave (Principal Arterial)</i>	<i>20th to Washington</i>	13,040	N	11,682 (-10%)	+	11,906 (-9%)	+
<i>Demers Ave (Principal Arterial)</i>	<i>Washington to 4th</i>	6,883	N	5,900 (-14%)	+	6,036 (-12%)	+
<i>190th St SW (Local Road)</i>	<i>East of Rhinehart</i>	88	N	2,308 (+2523%)	--	5,861 (+6560%)	--
<i>US 2 (Principal Arterial)</i>	<i>West of 220</i>	15,187	N	11,066 (-27%)	++	10,725 (-29%)	++
<i>US 2 (Principal Arterial)</i>	<i>East of 220</i>	571	N	570 (-0%)	+	555 (-3%)	+
<i>US 2B (Minor Arterial)</i>	<i>2nd to US 2</i>	12,422	N	7,082 (-43%)	++	6,668 (-46%)	++

Traffic Volumes Ratings Key

Decrease >25%	++
Decrease <25%	+
No change	N
Increase <25%	-
Increase >25%	--



Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Traffic change on study corridors adjacent to schools	Based on traffic exposure at all schools in study area (see measures below)	55,170	N	53,684 (-3%)	+	54,896 (-0%)	N
<i>Phoenix Elementary School</i>	<i>2045 AADT on adjacent road (4th Ave S, Belmont Rd)</i>	17,220	N	11,060 (-36%)	++	11,710 (-32%)	++
<i>Lewis & Clark Elementary School</i>	<i>2045 AADT on adjacent road (13th Ave S)</i>	5,546	N	5,448 (-2%)	+	5,420 (-2%)	+
<i>Holy Family-St. Mary's Private School</i>	<i>2045 AADT on adjacent road (17th Ave S)</i>	5,184	N	5,356 (+3%)	-	5,216 (+1%)	-
<i>Viking Elementary School</i>	<i>2045 AADT on adjacent road (24th Ave S)</i>	3,690	N	5,510 (+49%)	--	3,680 (-0%)	+
<i>Kelly Elementary School</i>	<i>2045 AADT on adjacent road (Cherry St, 32nd Ave S)</i>	8,670	N	9,560 (+10%)	-	11,660 (+34%)	--
<i>Schroeder Middle School</i>	<i>2045 AADT on adjacent road (Cherry St, 32nd Ave S)</i>	8,670	N	9,560 (+10%)	-	11,660 (+34%)	--
<i>South Point Elementary School</i>	<i>2045 AADT on adjacent road (13th St SE)</i>	3,740	N	3,620 (-3%)	+	3,600 (-4%)	+
<i>Central Middle School</i>	<i>2045 AADT on adjacent road (Bygland Rd)</i>	2,450	N	3,570 (+46%)	--	1,950 (-20%)	+

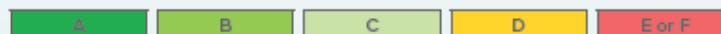
Decrease >25%	++
Decrease <25%	+
No change	N
Increase <25%	-
Increase >25%	--



Traffic Change Near Schools (LOS Standard)

Draft Evaluation Results							
Evaluation Criteria	Measure	Alternatives					
		No New Bridge		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Traffic change on study corridors adjacent to schools	Based on traffic exposure at all schools in study area (see measures below)	55,170		-3%		-0%	
Phoenix Elementary School	2045 AADT on adjacent road (4th Ave S)	8,010	C	-32%	D	-32%	D
	2045 AADT on adjacent road (Belmont Rd)	9,210	B	-39%	D	-32%	D
Lewis & Clark Elementary School	2045 AADT on adjacent road (13th Ave S)	5,546	D	-2%	D	-2%	D
Holy Family-St. Mary's Private School	2045 AADT on adjacent road (17th Ave S)	5,184	D	+3%	D	+1%	D
Viking Elementary School	2045 AADT on adjacent road (24th Ave S)	3,690	D	+49%	D	-0%	D
Kelly Elementary School	2045 AADT on adjacent road (Cherry St)	3,340	D	-17%	D	-29%	D
	2045 AADT on adjacent road (32nd Ave S)	5,330	D	+27%	D	+74%	C
Schroeder Middle School	2045 AADT on adjacent road (Cherry St)	3,340	D	-17%	D	-29%	D
	2045 AADT on adjacent road (32nd Ave S)	5,330	D	+27%	D	+74%	C
South Point Elementary School	2045 AADT on adjacent road (13th St SE)	3,740	D	-3%	D	-4%	D
Central Middle School	2045 AADT on adjacent road (Bygland Rd)	2,450	D	+46%	D	-20%	D

Level of Service





School Traffic Safety

Today

- Safe access to schools for children and families is a priority
- School survey results show current concerns about traffic volumes, speeds, and safety
 - These issues can be addressed today
 - Do not depend on a new bridge

Future Bridge

- There are 6 schools in Grand Forks and 2 in East Grand Forks in study area
- A new bridge in either location would better balance traffic near these schools
- Safety and traffic calming features at school intersections would be included with bridge design



Evaluation Results

Environmental Impact

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Environmental Impacts							
Potential impact on flood protection system	Qualitative/planning level assessment	No change	N	No change	N	Potential impact	-
Soil stability	Qualitative/planning level assessment	No change	N	Maybe less stable	-	Maybe more stable	N
Impacts to community resources¹	Qualitative/planning level assessment	No change	N	No change	N	No change	N
Impacts to natural resources²	Qualitative/planning level assessment	No change	N	Some impact	-	Some impact	-
Farmland impacts	Qualitative/planning level assessment	No change	N	Some impact	-	Some impact	-
Visual impacts	Qualitative/planning level assessment	No change	N	Some intrusion	-	Some intrusion	-
Air quality impacts	Assumed to correlate with congestion levels and total system travel dist	No change	N	Improved	+	Improved	+
Noise impacts	Assumed to correlate with traffic volumes on study segments	No change	N	Somewhat less	+	Somewhat less	+



Evaluation Results

Cost Estimates

Assumptions for intersection mitigation planning level cost estimates:

- Estimates include engineering costs
- Includes storm sewer but not other utilities
- Reported with +/- 20% due to preliminary nature
- Consistent with least-cost mitigation methodology; actual designs may vary
- Washington/Demers (No Build) – assumes \$18M CFI estimate from prior study (current ND study may update)
- 32nd/Washington (32nd Ave) – uses \$1.5M rough estimate (no design)

Evaluation Criteria	Measure	Alternatives								
		No Build		Elks Drive		32nd Ave				
		Measurement	Rating	Measurement	Rating	Measurement	Rating			
Cost										
Bridge Cost (\$ millions)	Source: 2020 Hydraulics Analysis of South End Red River Bridge	N/A		\$30.0M		\$36.4M				
Intersection Mitigation Cost (\$ millions)	Planning-level Cost Estimate (least-cost mitigation) - plus or minus 20%	\$17.2M - \$25.8M		\$2.4M - \$3.6M		\$3.1M - \$4.7M				
Total Planning Level Cost Estimate (\$ millions)	Total of bridge and intersection mitigation costs	\$17.2M - \$25.8M		\$32.4M - \$33.6M		\$39.5M - \$41.4M				

No Build costs are primarily on Grand Forks side (no bridge, just intersections). Elks Drive and 32nd Ave more evenly split between both cities/states.

Intersection Mitigation Assumed in Cost Estimates

No Build	4th Ave & Belmont Rd <i>Add Signal Upgrade ped ramps</i>	32nd Ave & Belmont Rd <i>Add SB Right and NB Left (restripe only)</i>	32nd Ave & Cherry St <i>Single Lane Roundabout</i>	Demers Ave & Washington St <i>Continuous Flow Intersection (CFI)</i>	Bygland Rd & Rhinehart Dr <i>Single Lane Roundabout</i>	
Elks Drive	4th Ave & Belmont Rd <i>Mini-Roundabout</i>	24th Ave & Belmont Rd <i>Signal</i>	32nd Ave & Belmont <i>Add SB Right, NB Left (restripe only), EB left turn lanes</i>	32nd Ave & Cherry St <i>Signal, add NB Left (restripe only)</i>	Belmont Rd & Elks Dr <i>Signal</i>	Bygland Rd & Rhinehart Dr <i>Single Lane Roundabout</i>
32 nd Ave	4th Ave & Belmont Rd <i>Mini-Roundabout</i>	32nd Ave & Belmont <i>Signal. Add NB Left (restripe only)</i>	32nd Ave & Cherry St <i>Signal. Add EB and WB left turn lanes. Add NB left turn lane (restripe only).</i>	32nd Ave & Washington St <i>Keep signal. Add WB and SB left turn lanes</i>	Bygland Rd & Rhinehart Dr <i>Single Lane Roundabout</i>	



Evaluation Results

Benefit Cost Considerations

Component	Definition/Source	Elks Drive Corridor	32 nd Avenue Corridor
Transportation Benefits	<ul style="list-style-type: none">Travel time, operations, crash cost, air quality from 2017 Red River Crossing Technical Analysis (MPO)	\$30.3M*	\$48.5M*
Construction Costs (bridge + intersection mitigation)	<ul style="list-style-type: none">Bridge: 2020 South End Red River Bridge Hydraulics Analysis (City of Grand Forks)Intersections: 2021 Future Bridge Traffic Impact Study (MPO) *	\$32.4 – \$33.6M	\$39.5 - \$41.4M
Relative Benefit-Cost Ratio	<ul style="list-style-type: none">Estimated – for relative comparison only	< 1	> 1

*Cost estimates from 2017 report of \$27.5M and \$44.0M for Elks Dr. and 32nd Ave., respectively, were adjusted upward (using CPI) to bring them to current dollars.



Evaluation Results

Consider

- Can these two options address the needs (Yes/No)?
- Then, compare the two corridors

Evaluation Criteria	Alternatives		
	No Build	Elks Drive	32nd Ave
	Rating	Rating	Rating
Project Purpose			
Compatible with project purpose	-	+	+
Mobility and Congestion			
Point Bridge Congestion	-	++	++
Study Corridor Congestion	+	++	++
Study Intersections - Congestion Mitigation Needed	-	-	-
Study Intersections - Congestion After Mitigation	+	+	+
Multimodal System Linkage			
Total miles of travel on the system (distance)	N	+	++
Total hours of travel on the system (time)	N	+	++
Total miles of travel on study corridors (distance)	N	+	++
Total hours of travel on study corridors (time)	N	+	++
Ped/bike connectivity	-	+	++
Community and Economic Factors			
Total miles of travel on study corridors (distance)	N	+	++
Traffic change on study corridors adjacent to schools	N	+	N
Consistency with approved transportation plans	-	N	+
Support for economic development	N	+	+
Impact to the Greenway (a protected Section 4(f) res	N	-	-
Environmental Impacts			
Potential impact on flood protection system	N	N	-
Soil stability	N	-	N
Impacts to community resources ¹	N	N	N
Impacts to natural resources ²	N	-	-
Farmland impacts	N	-	-
Visual impacts	N	-	-
Air quality impacts	N	+	+
Noise impacts	N	+	+



Evaluation Results

Consider

- Look at the overall categories (needs) and hide all the rows that have the same rating

Evaluation Criteria		Alternatives	
		Elks Drive	32nd Ave
		Rating	Rating
Purpose and Need	Multimodal System Linkage		
	Total miles of travel on the system (distance)	+	++
	Total hours of travel on the system (time)	+	++
	Total miles of travel on study corridors (distance)	+	++
	Total hours of travel on study corridors (time)	+	++
	Ped/bike connectivity	+	++
	Community and Economic Factors		
	Total miles of travel on study corridors (distance)	+	++
	Traffic change on study corridors adjacent to schools	+	N
	Consistency with approved transportation plans	N	+
Environment	Environmental Impacts		
	Potential impact on flood protection system	N	-
	Soil stability	-	N



Evaluation Results

Consider

- Three categories that get a lot of attention
 - Congestion
 - Traffic changes
 - Schools
- First, look at ALL the rows...

Traffic change on study corridors adjacent to schools	+	N
Phoenix Elementary School	++	++
Lewis & Clark Elementary School	+	+
Holy Family-St. Mary's Private School	-	-
Viking Elementary School	-	+
Kelly Elementary School	-	-
Schroeder Middle School	-	-
South Point Elementary School	+	+
Central Middle School	-	+

Study Corridor Congestion	++	++
S Washington St	N	-
S Washington St	N	N
S Washington St	N	N
Belmont Rd	++	++
Belmont Rd	N	++
Belmont Rd	+	++
Belmont Rd	++	++
32nd Ave S	+	+
32nd Ave S	++	+
32nd Ave S	++	++
24th Ave S	++	++
24th Ave S	++	++
4th Ave S	++	++
4th Ave S	++	++
4th Ave S	++	++
Cherry St	++	++
Cherry St	++	++
Cherry St	++	++
2nd Ave NE	++	++
3rd Ave SE	++	++
Byglund Rd SE	++	++
Byglund Rd SE	++	++
Byglund Rd SE	++	++
Byglund Rd SE/Harley Dr	++	++
Rhinehart Dr SE	++	++
Rhinehart Dr SE	++	++
Rhinehart Dr SE	++	++
Rhinehart Dr SE	++	++
Rhinehart Dr SE	++	++
Greenway Blvd SE	++	++
Greenway Blvd SE	++	++
TH 220	++	++
TH 220	++	++
TH 220	++	++
Demers Ave	++	++
Demers Ave	+	+
190th St SW	++	++
US 2	++	++
US 2	++	++

Total miles of travel on study corridors (distance)	+	++
S Washington St (Principal Arterial)	+	+
S Washington St (Principal Arterial)	-	-
S Washington St (Principal Arterial)	-	-
Belmont Rd (Minor Arterial)	++	++
Belmont Rd (Minor Arterial)	-	+
Belmont Rd (Minor Arterial)	-	++
Belmont Rd (Minor Arterial)	+	+
32nd Ave S (Principal Arterial)	-	-
32nd Ave S (Minor Arterial)	-	-
32nd Ave S (Minor Arterial)	-	-
24th Ave S (Major Collector)	-	-
24th Ave S (Major Collector)	-	-
4th Ave S (Minor Arterial)	+	+
4th Ave S (Minor Arterial)	++	++
4th Ave S (Minor Arterial)	++	++
Cherry St (Major Collector)	+	+
Cherry St (Major Collector)	+	+
Cherry St (Major Collector)	+	+
2nd Ave NE (Minor Arterial)	+	+
3rd Ave SE (Minor Arterial)	++	++
Byglund Rd SE (Minor Arterial)	++	+
Byglund Rd SE (Minor Arterial)	-	+
Byglund Rd SE (Minor Arterial)	-	-
Byglund Rd SE/Harley Dr (Minor Arterial)	-	-
Rhinehart Dr SE (Major Collector)	+	+
Rhinehart Dr SE (Minor Collector/Local Road)	-	-
Rhinehart Dr SE (Local Road)	-	-
Rhinehart Dr SE (Local Road)	-	-
Rhinehart Dr SE (Local Road)	-	-
Greenway Blvd SE (Major Collector)	-	-
Greenway Blvd SE (Minor Collector)	++	++
TH 220 (Minor Arterial)	+	+
TH 220 (Minor Arterial)	-	-
TH 220 (Major Collector)	++	++
Demers Ave (Principal Arterial)	+	+
Demers Ave (Principal Arterial)	+	+
190th St SW (Local Road)	-	-
US 2 (Principal Arterial)	++	++
US 2 (Principal Arterial)	+	+
US 2B (Minor Arterial)	++	++



Evaluation Results

Summary

- Then - hide all the rows that have the same rating

Evaluation Criteria	Measure	Alternatives		
		No Build	Elks Drive	32nd Ave
		Rating	Rating	Rating
Study Corridor Congestion	System average V/C = [sum of each segment's (V	+	++	++
<i>S Washington St</i>	<i>Demers to 24th</i>	--	N	-
<i>Belmont Rd</i>	<i>Elks to 24th</i>	++	N	++
<i>Belmont Rd</i>	<i>24th to 32nd</i>	++	+	++
<i>32nd Ave S</i>	<i>Washington to Cherry</i>	++	++	+
Total miles of travel on study corridors (dis	Vehicles x Miles of Travel (VMT; from ATAC Trave	N	+	++
<i>Belmont Rd (Minor Arterial)</i>	<i>Elks to 24th</i>	N	--	+
<i>Belmont Rd (Minor Arterial)</i>	<i>24th to 32nd</i>	N	-	++
<i>24th Ave S (Major Collector)</i>	<i>Washington to Cherry</i>	N	--	-
<i>Bygland Rd SE (Minor Arterial)</i>	<i>Rhinehart to Greenway</i>	N	++	+
<i>Bygland Rd SE (Minor Arterial)</i>	<i>Greenway to Bygland</i>	N	--	+
<i>Greenway Blvd SE (Major Collector)</i>	<i>Rhinehart to Bygland</i>	N	--	-
Traffic change on study corridors adjacent	Based on traffic exposure at all schools in study a	N	+	N
<i>Viking Elementary School</i>	<i>2045 AADT on adjacent road (24th Ave S)</i>	N	--	+
<i>Kelly Elementary School</i>	<i>2045 AADT on adjacent road (Cherry St, 32nd Ave S)</i>	N	-	--
<i>Schroeder Middle School</i>	<i>2045 AADT on adjacent road (Cherry St, 32nd Ave S)</i>	N	-	--
<i>Central Middle School</i>	<i>2045 AADT on adjacent road (Bygland Rd)</i>	N	--	+



Evaluation Summary

Key Takeaways

- Both options address the needs
- Both options provide more equitable distribution of traffic
- 32nd Avenue has greater cumulative benefit for hours and miles traveled and a positive benefit-cost ratio
- School safety would be designed in to either option
- This study is not recommending one option over the other

Evaluation Criteria	Alternatives		
	No New Bridge Rating	Elks Drive Rating	32nd Ave Rating
Multimodal System Linkage			
Total miles of travel on the system (distance)	N	-	-
Total hours of travel on the system (time)	N	-	-
Total miles of travel on study corridors (distance)	N	-	-
Total hours of travel on study corridors (time)	N	-	-
Ped/bike connectivity	-	-	-
Community and Economic Factors			
Total miles of travel on study corridors (distance)	N	-	-
Traffic change on study corridors adjacent to schools	N	-	N
Consistency with approved transportation plans	-	N	-
Env. Impacts			
Environmental Impacts			
Potential impact on flood protection system	N	N	-
Soil stability	N	-	N
Benefit/Cost			
Bridge Cost (\$ millions)	N/A	\$30.0M	\$36.4M
Intersection Mitigation Cost (\$ millions)	\$17.2M - \$25.8M	\$2.4M - \$3.6M	\$3.1M - \$4.7M
Total Planning Level Cost Estimate (\$ millions)	\$17.2M - \$25.8M	\$32.4M - \$33.6M	\$39.5M - \$41.4M
Transportation Benefits (\$ millions)	N/A	\$30.3M	\$48.5M
Benefit-Cost Ratio	N/A	Less than 1	Greater than 1

Rating: ■ ■ N - --



Envisioning a New Bridge





Future Bridge Illustration

General Concept Only

- Too early to illustrate some details:
 - Bridge landing locations
 - Intersection configurations

Key Features

- 2 travel lanes
- Signed for no trucks
- Includes bike/ped trail on bridge
- Greenway trail will be routed under (similar to other bridges)
- Minimal rise from street system (est. 3 feet)
- Maintain flood wall closure system



**DRAFT Visualization - Future Red River Bridge
(Elks Drive or 32nd Avenue)**

- 2 travel lanes
- Signed for no trucks
- Includes bike/ped trail on bridge
- Greenway trail will be routed under (similar to other bridges)
- Minimal rise from street system (est. 3 feet)
- Maintain flood wall closure system



www.forks2forksbridge.com/info

NEXT STEPS

- Share your feedback online through January 6, 2022
- Watch for final report on project website in late January

Tim Burkhardt

tburkhardt@alliant-inc.com

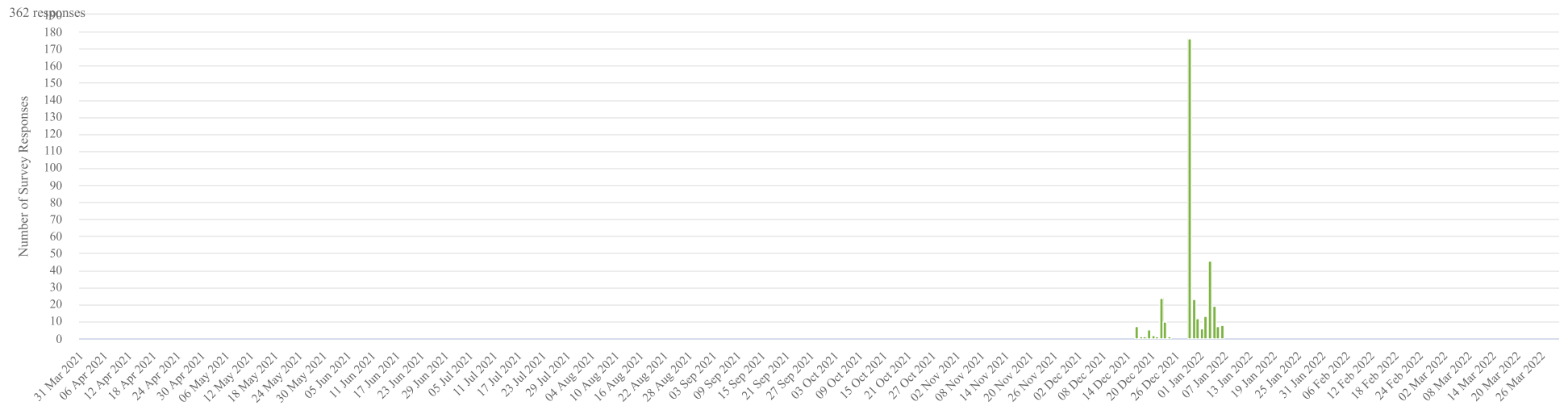


Open House 2 Survey - Online Responses

362 responses

Export

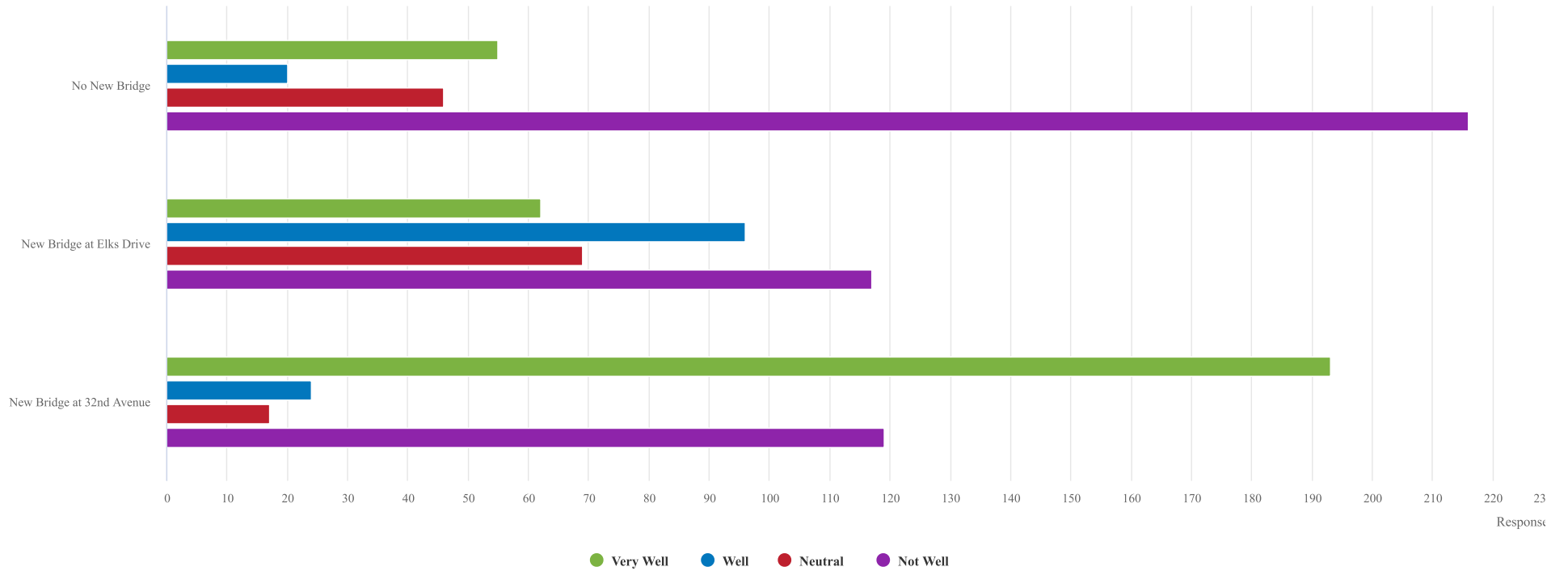
Number of Survey Responses by Day



Q1. How well do you feel each alternative meets the project purpose and need?



356 answers



Q2. What would you change, if anything, to improve the performance of each new bridge option?

109 answers

[Word Cloud](#) [Response List](#)

[Responses](#) [Download CSV](#)

Not choose.

No bridge

Nothing

Why congestion Belmont if you don't need to?

nothing

Not have a bridge

The only thing a potential bridge at Elks Drive is good for, is making a potential bridge at 32nd look much better by comparison. A bridge at Elks is INSANE.

No bridge here!

Dont do it in established neighborhood

This option would disrupt the harmony of the greenway

Move it further south.

I don't think that this option is in the right location to alleviate traffic issues on both sides of the river.

Perfect spot. Doesn't disrupt the schools and all the homes that face 32nd

Maybe acquire more properties and jog it a bit more to make it more of a straight shot to 24th?

2nd option

Please don't do this. It will so greatly harm the south end neighborhoods.

Not an option

Doesn't access a main E/W corridor road in GF immediately. 32nd is best option.

I trust the experts who work on this for a living.

What would be the impact on Lincoln Golf Course?

Move it to 32nd

Not far enough south

Make higher so doesn't close during flood season

Terrible idea

Relocate the museum and move the bridge to 24th. Elks Dr is a horrible option.

Move to Merrifield Road

Traffic bottleneck at Belmont

:(

There are too many homes and schools close to this location.

Move to 47th ave s

Make this a high bridge which doesn't flood

No bridge!!

I'm not sold on the traffic signals at 32nd Ave and Cherry and Belmont in this option. Nor at 24th and Belmont-- how about a roundabout there instead?

No bridge

I wouldn't build a bridge here

Needs better approach in GF

The road should be widened due allow for exits into the golf course and the one home that is there, or that home should be provided a new entrance/exit driveway

change location rerout the traffic flow

raise the bridge 3 feet

Build a bridge on Merrifield Road

Less residential impact

It needs to be closer to EGF

No way to keep pedestrians safe

It is not as busy as 32nd ave is, so I feel like the traffic is already on 32nd, so its unnecessary to add more traffic to a less busy area.

roundabout at B and E

No bridge

Bad location

Place the new bridge at 32nd Ave

This one makes sense for EGF, but GF Has grown too far South to make this option ideal

this is the only option that makes sense. disrupts much less people

Nothing, get it done.

Lighted

To far south makes no sense for East Grand Forks

N/a

I would propose that there not be a bridge built at Elks Drive.

I like the options of having the bridge by Elks Drive because I think the traffic would be too great next to an elementary and middle school.

Makes sense for EGF, not GF

Eliminate existing pedestrian bridge. Have walkway on new bridge. Install roundabout at intersection of elks drive and Belmont. No truck traffic..

Not sure

Stop lights

close to schools and residential neighborhoods.

No bridge there

Could work but 32nd is the best option

Not an option

Project should include roundabout on Bygland by Rhinehart

Not a good option

The Elks Drive option for a bridge is really not an option.

Not an ideal location and will have the same traffic impacts on 32nd Ave west of Belmont Road. Appears to be a purposely inefficient bridge which is a poor use of tax payer dollars. All users of the regional transportation system would suffer simply to appease one small neighborhood in Grand Forks.

Round about at Elks.

Would this include a "full stop" - or a round-about option?

Nothing, this makes no sense. You're directing traffic into a residential area that already has too much traffic.

Need to have a light at Bygland and Reinhardt to control the increased traffic

The old Elks lodge caretakers home can go. Not sure about new home built after the flood.

two bridges are needed

Would it be helpful for the bridges to be higher to be used if the river rises? Or is it cost prohibitive?

Provide free school bussing to alleviate traffic concerns near schools.

[Word Cloud](#) [Response List](#)

Responses [Download CSV](#)

Nothing upon originally building, after there may be additional components deemed beneficial but it's hard to determine just yet.

I live in this area and DO NOT favor this bridge as an option!

No bridge

No bridge at all. 32nd Ave is already too busy especially with 2 schools directly on it.

Everyone uses 32nd regardless

nothing

This is an absolutely absurd option in regard to the safety of the children who attend both Schroeder and Kelly schools. There is already too much traffic in this area during school pickup and drop off and invites unnecessary traffic in a school zone.

Round about at the Belmont/32nd intersection

Absolutely not have a bridge

We need a bridge here

Build it forty years ago, and NO DAMNED ROUNDABOUTS TO DESTROY TRAFFIC FLOW. Build the bridge like the Columbia--capable of being expanded to four-lane in the future.

Not have it there! It's a neighborhood

Don't do it in established neighborhood

I think it's a bad idea to have a bridge so close to an elementary school. It puts children in more danger of getting hit by a car with the heavy traffic that will be produced with all of the extra cars

There is no way to do this option and keep all the children at Kelly and Schroeder safe every day.

Move it so the increased traffic affects the two schools on and near 32nd Ave.

allow truck traffic

I wouldn't change anything with this bridge option -- I think the location would be the perfect solution to traffic issues on both sides of the river.

To many schools and homes facing 32nd avenue. Terrible option!

Best option in my opinion.

Please don't do this. It will so greatly harm the south end neighborhoods.

It would provide safer options and better time management when traveling between the two areas.

Not an option

This is not a good option, and nothing would improve this option.

Don't worry about bike lanes

Great option!

Make higher and more lanes so able to handle traffic and doesn't close during flood season

Stupid location by major, busy schools. Shouldn't even be an option!

Shouldn't even be an option.

Best option

Move to Merrifield Road

Is it possible to limit access to 32nd from some N/S roads

Traffic capacity: too many established homes and school traffic congestion already without a bridge

:(

There are too many homes and schools close to this location.

Move to county road 6

I would move this option further south to Merrifield Road considering how the city is growing.

Since GF is growing to the south, this seems the more logical option. My only concern is just the impact on Kelly and Schroeder, as the double school setup already has more pedestrian and car traffic at certain times of the day. So if that one wins out,

This location makes no sense. This is an established neighborhood.

Pedestrian underpass on 32nd by the schools

This is a dangerous location. A bridge should not be placed at this location.

Absolutely NO BRIDGE!

The projected traffic increase past Kelly and Schroeder is HORRIBLE. This option drastically shifts traffic problems near Phoenix Elementary to TWO other schools instead.

No bridge

This seems the better option, as GF is growing to the south. My only concern is the traffic around the double school site of Kelly/Schroeder. Just please do consider how to deal with this!

More lanes; its inevitable.

I wouldn't build a bridge here

This should not be placed here, we have two schools down this road, not a good option at all. Dangerous to our kids.

I would change nothing on this location, it just makes common sense!!!!

Don't have this as an option. It is too close to a school with already crazy busy traffic.

Don't end E-W, shoot north once in MN

There needs to be railings and warning signs to protect kids, pedestrians and bicyclists, the speed limit should be at 30 or less with speed cameras to deter fast driving

Try to straighten the road way geometry, but that may not be possible

change location reroute the traffic flow

Traffic is a major issue right now with the intersection of 32nd Ave & Cherry. Adding a bridge increases the traffic more and should not be considered.

Pedestrian underpass/overpass at Cherry and 32nd

Build a bridge on Merrifield Road

NA

Speeding in local neighborhoods

There is already a lot of traffic going down 32nd, then to Belmont and north to 4th, so this would just help traffic flow better.

shoutbound signs for for redirecting all the north side traffic of the 32nd neighborhood

No bridge

Worse location

Make sure the bridge is placed at this location

Best option and EGF will eventually develop towards it

This alternative is in my opinion , the best option.

Nothing, get it done.

Lighted

To far south makes no sense for East Grand Forks

This is dumb. Let's make a street with 30 driveways and 2 schools even busier.

N/a

I would propose that there not be a bridge built at 32nd Avenue.

Too much traffic by schools.

Stupid idea for GF Public Schools. Clearly safety of kids is not a factor.

Add sidewalk to greenway on both sides of the river. No truck/agricultural traffic allowed on the bridge.

Makes the most sense because it connects to I-29. Best for through traffic.

LOTS of stop lights!!

No, too close to 2 schools.

Control on street parking on 32 nd avenue

Widening of 32nd up to the intersection @ S Washington

Traffic management by the schools in the corridor.

How will this affect the Greenway?

This is an option that will harm the community.

The sooner the better!

Project should include roundabout on Bygland by Rhinehart

There is a school along 32nd. I do worry that increased traffic might pose a safety concern. I would review the pickup/drop off entry/exit procedures at this school to try to mitigate the interaction with 32nd avenue.

proximity to school(s)

Not a good option

The 32nd option is a poor choice. The bridge needs to be built on 47th.

Ideal location for a neighborhood bridge between GF and EGF. Extensive investment and mediation efforts must be part of bridge project to ensure we improve pedestrian safety in our school zones and throughout the neighborhood along 32nd Ave from the Greenway all the way to South Washington. Focus on improved school zone pick up /drop off, intersection controls, and lighting to ensure a net positive benefit in school zone safety.

This does not seem in the best interest of both municipalities.

Safety zone between 32nd avenue and Schroeder Middle School and Kelly Elem.

Need a light at Bygland and Reinhard to control traffic

Would need to buyout dozens of homes east of Belmont it seems.

Make sure it is high enough that flooding doesn't affect it

two bridges are needed

Would it be helpful for the bridges to be higher to be used if the river rises? Or is it cost prohibitive?

Round-about or traffic lighted intersection at 32 ave & Belmont Rd.

Provide free school bussing to alleviate traffic concerns near schools.

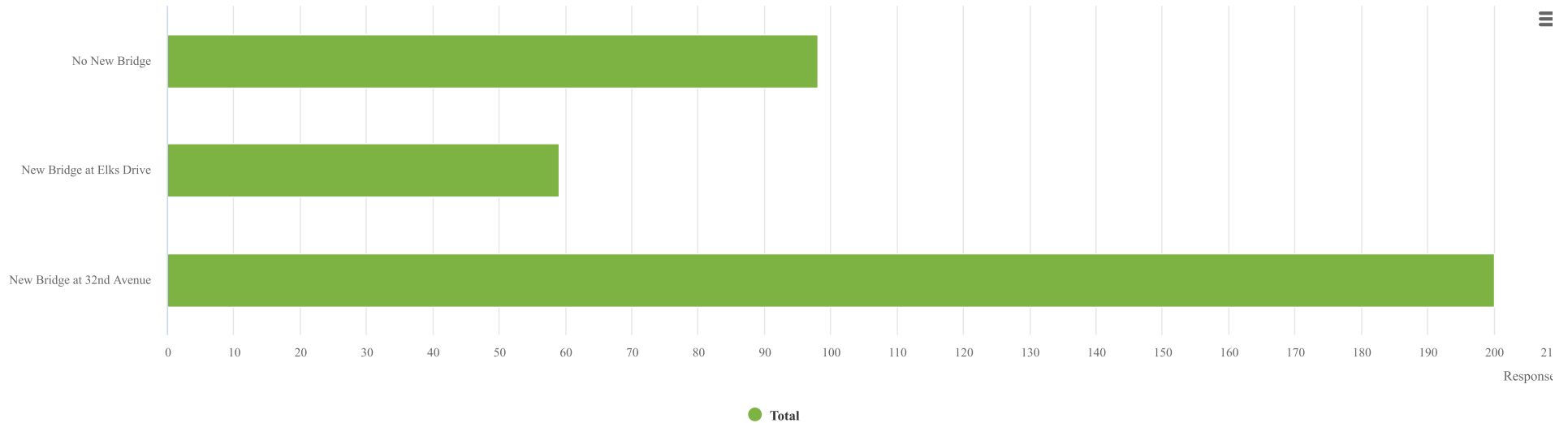
Yea... where would the bridge go too..?

Stop lights would need to be added by the schools for this option to be safe for kids to walk/bike to school

No bridge

Q3. Which alternative would you prefer?

357 answers



Q4. Do you have any comments or questions on the bridge alternatives or the study?

152 answers

Word Cloud Response List

Responses Download CSV

1. All talk of impact on schools is overblown. The only time traffic near schools is important is one hour a day, only during the school year, and only on weekdays that aren't school holidays. School-area traffic impact is relatively unimportant--half-an-hour before school, half-an-hour after school, about 180 days/year. Do not screw-up traffic flow 24/7/365 to prioritize the 180 hours a year that traffic in front of schools has some importance. 2. NO DAMNED ROUNDABOUTS. The ONLY purpose of a roundabout is to cheat motor-vehicle-fuel-taxpayers out of decent traffic flow. In other words, to deliberately harass and delay motorists including emergency responders. In particular, a roundabout on Bygland/Reinhard is NUTS, but ALL roundabouts are hateful. You will KILL traffic flow, INCREASE congestion, and divert traffic to nearby streets. 3. Add suitable white paint stripes to Bygland at the intersection with the road to the Point Bridge, to smooth and speed traffic flow, and to prevent morons from coming to a dead stop when turning right (Southbound) onto Bygland from the Point Bridge. For the first year or two, use the plastic poles in late spring/summer/early fall to divide the southbound lanes on Bygland as currently used at Washington/Demers to prevent turning into Starbucks. Revise signage to eliminate "Yield", and to show that there's now a "merge lane" as currently used at Demers-to-Southbound Columbia Road merge area. 4. The Minnesota-Fourth Corridor is a citywide embarrassment. FOUR-LANE MINNESOTA-FOURTH FROM THE POINT BRIDGE TO THE SENIOR CENTER, and RAISE THE SPEED LIMIT. Make sure that whoever is given the "old water plant" knows that some property will be taken for the improved roadway. Put the friggin' Granitoid in a museum where it should have been sixty years ago. Busted-up, hundred-year-old stamped concrete is not a holy shrine. 5. Raise ALL the speed limits to at least the 85th Percentile of FREE-FLOWING TRAFFIC--measured properly, not like on 32nd a few years ago. 6. Make the bridge at 32nd higher--more rise, fewer problems during flooding. We don't need another Point Bridge that closes every time the river rises. 7. Make the bridge at 32nd connect more easily to 190th St. NW on the Minnesota side. Improve 190th and the short section of "Bygland" as needed. Split traffic between Reinhart and 190th/Bygland, therefore fewer problems accessing Bygland from Reinhart. Also, easier access to Hwy 2 from 32nd. 8. Define "No Trucks" on the new bridge. I assume you're not dumb enough to restrict pickups and SUVs. You're meaning "2-ton" trucks and larger, right? DO NOT BE AMBIGUOUS IN YOUR SIGNAGE. 9. We still need a four-lane "big-truck" bridge farther south, and we need it now, not forty years from now. 10. Your study talks about the "Point Bridge". Why does the City of East Grand Forks mis-name it the "Minnesota Avenue Bridge"? Has no-one told them the proper name? Revise signage on Minnesota side. 11. This is going to be paid-for in large part with Motor-Vehicle Fuel Tax money. Therefore, the PRIORITY should be for motor-vehicle traffic. "Bike lanes" and such are NOT a priority, they are a luxury, and a dispensable one at that. Let bicycle users pay for their own infrastructure with a use-tax in the same proportion that motor-vehicle operators pay for theirs. What's fair for motor-vehicle users is fair for bicycle users. 12. Stop "studying" this, and BUILD THE DAMNED BRIDGE. You're FORTY YEARS overdue. Build it at 32nd, where it should have been all along. NO MORE DELAYS. [REDACTED]

32nd Ave Bridge is a better return on the tax payer's dollars. It is a more future proof location as GF/EGF continues growing to the South.

32nd Ave is a better option, because it's already a thorough fare to the rest of GF. Adding a bridge at Elks Dr will only continue to congest residential areas instead of providing better access to GF.

32nd Ave is too disruptive to established residential neighborhoods in Grand Forks. It doesn't make any sense to so greatly disrupt Grand Forks families for the benefit of East Grand Forks people who sought cheaper housing in EGF. Part of the homeowner balance in purchasing cheaper housing in EGF was knowing that it's more difficult to get to GF amenities.

32nd Ave option goes right past dense housing and is a major crossing hazard for kids going to school. They don't pay attention to crossing areas as it is. DO NOT increase traffic on 32nd. Kids will die.

32nd is already busy and leads directly to a shopping corridor and I29. A bridge there would only change traffic for the houses east of Belmont Rd.

32nd is already too busy.....

32nd is much less disruptive to neighborhoods . Elks does not go through to Washington or Columbia or any interstate exit so to access it would require driving through areas that have not been established as high-traffic in the past. There is also a pedestrian and tennis area there people use frequently

32nd street is congested as it is at pick up and drop off, which is also high traffic areas. We have small kids crossing the streets and parents doing pick up and drop off. If EGF insists on a bridge and they can't use the one's already built, then the best option is not near a school. Do not put our children at further risk. This will not go well.

47th ave. EGF is growing south.

A bridge at 32nd avenue provides the most direct access to the shopping center of Grand Forks along with many places of employment.

A bridge at 32nd Avenue would be better for the residents since it is already a main road. Increased traffic on 24th with a bridge at Elks would make it less safe for the schools, churches, and daycares in that area.

A bridge at 32nd would be the best option.

A bridge at either Elks Drive or 32nd Avenue is what we need - keeping it narrow, low speed limit, with bike access, and pedestrian safety/traffic calming measures. The cost-benefit is best at 32nd Avenue, so we get the most out of our money by putting it there.

A bridge further south that does not impact established neighborhoods.

A bridge in either of these locations would be detrimental to my neighborhood. I live on Park and Chestnut and the increase in traffic (especially the Elks Creek option) would cause my quiet neighborhood to become anything but that. Not to mention housing values would plummet after I have put tens of thousands of dollars into what I hoped would be my forever home. And for what? So a select few East Grand Forks residents that work in Grand Forks could save a little time on their commute. You can't tell me enough Grand Forks

residents commute to East Grand Forks for work that would make this waste of tax payers money a viable option. If the cities of Grand Forks and East Grand Forks are so bent on spending money on such an unneeded project, then build the bridge further south where it would impact less established Grand Forks residents. My contact information is [REDACTED] I would love to hear from someone that could explain to me why building a bridge in my backyard makes sense.

A bridge should not be put at a location that would increase traffic in the neighborhood of 2 schools!

A bridge would create increased traffic in residential areas that can barely handle the current level of traffic. This is not smart planning. There are not any side walks on Reinhardt children are at play on this road. Increased traffic means increased risk of someone getting hurt. If a bridge goes in the entire street up to Bygland needs to be equipped to handle the traffic and protect our citizens. Our city can't even put in a light at Bygland and Reinhardt to address current traffic issues and safety concerns.

All a new bridge would do would be ruin the neighborhoods in these areas and make them more unsafe for the people who live, work, play, and go to school in these areas and ruin what little beauty, natural resources, and outdoor space we have in Grand Forks by ruining our Greenway. I don't believe that anything will be "safer" with a new bridge. It will put more children at risk - especially those who attend Schroeder middle school if a bridge were to be built on 32nd ave. Either think of a way to build a bridge somewhere out in the country where a development hasn't been built yet or scrap this ridiculously stupid idea. If people in Minnesota think this is so necessary than they should move to North Dakota so they no longer have to commute that way.

Although a new bridge sounds nice. This does not seem like it will detour traffic when they are all heading to the same direction/center point location.

Although I understand the need to have access mid-way through Grand Forks currently, it does seem that business additions in GF are trending south of 32nd Ave, making the primary destination for EGF residents the southern points of town. Washington is also a very clunky transportation route overall and bypassing it entirely feel likes the best long-term goal.

Am I missing something?? A bridge in an established neighborhood of 32 or Elks? This is absolutely absurd. I am born and raised in GF. I went to Kelly, Schroeder, Red River, and UND. I am raising 3 kids and I am fortunate to have them go to the same schools as I did. 32nd and Elks is no place for a bridge. And yes, I live off of 32nd so I know the traffic that happens there. There is already traffic on that area with EGF cars coming from the North bridge, down Belmont, down 32nd and to Washington. We spent a lot of time and money on our downtown. Reconstruct the bridge down there to accommodate more traffic somehow. The downtown looks amazing by the way. Or 47th would be best. It may not serve the purpose today, but both GF and EGF are expanding south. In no time this area in EGF will be developed and best served here. It makes the most sense for GF. It will make sense for EGF in couple of years. 47th has no driveways of houses and is ready for more traffic. NO Elks or 32nd. This is does not serve GF residents.

A new bridge at 32nd Ave seems to be the only viable option. Elks drive is not a great option due to high traffic entering Belmont Road daily. This would disrupt the flow of traffic tremendously in all directions on and off of Belmont. It would add a ton of traffic in established neighborhoods. Crossing a bridge at 32nd would add more traffic but it's an easier route straight west to Washington and doesn't allow traffic to use neighborhood streets to reach his/her destination

A new bridge in Grand Forks at either location does nothing to benefit the residents of these neighborhoods. This only impacts those traveling to GF from MN. It will increase traffic flow in neighborhoods that do not want it. It is a benefit to MN residences not ND residents. Therefore if it is necessary the whole thing should be funded by MN.

A new bridge would only ruin the existing neighborhoods, and greenway. It would make it unsafe for people who love, work, play and go to school in these areas. Fix what we already have instead of building things we don't need. There are plenty of things the city should be putting their money into on the NORTH end of town. Lord knows it needs it.

Another nice quiet neighbor destroyed if new bridge is built. Build the Merrifield bridge if one is needed. EGF has not grown that much to warrant a 4th bridge in city limits.

An overpass that serves as a bypass for traffic that would not need to be inside the city is preferred. Therefore, a crossing at Merrifield that can bypass Grand Forks makes more sense for an investment.

As an East Grand Forks resident I don't see how these two locations benefits many people.

As a resident of the S end of EGF, either option is fine, but it's needed much sooner than 2045, take 20 yrs off the project!

As I mentioned above, the Elks Drive location is really not an option. A bridge on 32nd is a poor choice for a location. A new bridge should be built on 47th Ave. S. but you won't give the GF residents that choice because the EGF residents don't want it.

A south end bridge is badly needed for the MN side as many parents drop kids off at those south end schools and then have to back track. It has also caused Bygland to be very congested in both directions. I know there is an argument about too much traffic near a school (like Schroeder on 32nd), but Phoenix elementary has had all the traffic forever coming off the Point Bridge and this will help them.

At what times of day have actual traffic studies been done at the corner of Belmont and 32nd Ave? [REDACTED]

Bad for 32nd already a very busy street with lots of kids around. Would be more difficult for residents to get out into the street. And not having alleyways to get around traffic hard to merge out of residents driveway.

both options provided with the new bridges, go through established neighborhoods where there are also two elementary schools and one middle school - the bridges will lead to more traffic making these areas unsafe for children. this bridge should be placed further south where there are no schools in the area. these are poor options to consider and i don't support either one

Bridge at 32nd would help lessen congestion on the point bridge and allow for easier access to businesses in GF.

bridge should be at 47th or 62nd

Building another bridge within current high-traffic city areas does not make sense. Please consider building this bridge at Merrifield road and add an Interstate 29 interchange in the same project scope. I realize that this does not align with EGF's goals but I believe it's a better long-term play for both sides and a better use of any investment in resources.

Build the bridge and light it up.

Build the bridge.... using schools is a silly excuse when you already run traffic by them. A bridge would only help traffic by each school. The only street that will be effected negatively would be 32nd west of Belmont. Who lives there?

City expansion is to the South. Bridge should be built farther south to fit the future expansion of the city.

Comments: From the latest MPO report, it appears to be clear that 32nd Ave S would be the best fit from an engineering, traffic flow, cost and logical standpoint. The benefit cost analysis shows that 32nd ave s is the best. Please pick 32nd ave s and be done, lets finally agree and get something done. Now is the time to move forward with a new selected location. The two city's must agree before the state or feds will ever cost share in a new bridge. After this last MPO report, the selection should be obvious and straight forward. No location is perfect, any change will come with a negative consequences, those negative items will just have to be mitigated to the best of the City's abilities. Now is the time to listen to the engineers logic and move forward.

Connects to interstate and away from my house

Definitely no bridge in either of these proposed sites. Too much traffic in a neighborhoods not designed for a bridge with too many children who will be negatively impacted

Destroying established neighborhoods and putting kids at risk with busy road next to schools make as absolutely No sense.

EGF side is wide open but GF side is built in. There is already a gateway at Elks; there is none at 32nd. EGF flood protection stops before aligning with 32nd; Elks will serve growth of EGF southward for a long time. I see a hub and spoke landing at Elks; I cannot see that at 32nd deep into a neighborhood east of Belmont and with a pump station and pedestrian access to Greenway at the juncture. In theory, 32nd may have some better numbers but not in practicality, is my summation.

Either of these locations only benefits EGF who want quick access to services on 32nd Avenue. Both of these locations are residential neighborhoods that do not need additional traffic from EGF ruining the neighborhood and making our schools more dangerous for kids to walk or ride their bike to. The bridge should be further south not in the middle of a very established residential area.

Either option does not benefit anybody in the neighborhoods in Grand Forks. Please spend time looking for an alternative to where it wont impact people/ schools/ greenway.

Elks bridge to come to a "T" stop is NOT an option. 32nd is the better option, but if Elks location is better, move it a block to the south and create a 4 way at 24th Ave S. Relocating the museum could very likely benefit the museum as well.

Elks Drive and 32nd Avenue both feed into residential areas that have schools. There are lots of residential driveways that would need to back out into the new route, which is a safety concern. In addition, the proximity to elementary schools is a huge safety concern. A 47th Avenue bridge avoids homeowners having to back unto a busy street, except 1 home. In addition there are no elementary schools on 47th and the one middle school will soon have lights. 47th is also already a thoroughfare for most people.

From the perspective of a Grand Forks resident, there is no benefit to installing a new bridge on either proposed south end location. There are no business or attractions on the MN side of the river that far south which would improve ND access to MN businesses. A new bridge will only have negative impacts to Grand Forks residents through negativity impacting property values and adding additional traffic on our residential streets running past schools, parks, and playgrounds. No new bridge should be constructed and any resources allocated to this project would be better spent updating current bridges and researching alternative agriculture access to MN south of city limits.

Gf residents do not need to go to EGF for any reason, especially via this location. Way too much Belmont and 32nd traffic already. Schools and established neighborhoods. Bad idea.

Grand Forks residents in these neighborhoods do NOT want a new bridge. When we are looking at travel time, it's travel time of MN residents to ND, so obviously EGF residents are on board for this project. Those that purchased homes in these GF neighborhoods don't see a benefit to a new bridge. I understand that traffic coming across the Point Bridge has been an issue - citing the safety of the elementary school as a concern, however - when looking at the "Traffic Change Near Schools (LOS Standard)" slide, Phoenix Elementary has

a "B" and "C" rating in the no build option. The 32nd Ave bridge option leaves TWO schools with "C" ratings. I don't believe trading the traffic problem at one school, only to give two other schools a traffic problem is a well thought out solution. I feel this is a biased solution benefiting EGF residents far more than GF residents.

Grand Forks should not be involved in building a bridge for East Grand Forks. Traffic is already abysmal in Grand Forks and we haven't put in the proper infrastructure to maintain what we have, much less this proposed increase. Though I'm sure the decision has been made behind closed doors and we need to spend some of that free Covid money while we can. Even having these plans made it this far is concerning about our inept local government. [REDACTED] Feel free to reach out if you need more feedback on this "plan."

Has the committee considered improvements to current roadways/bridges in commercial corridors to alleviate congestion that would not involve a neighborhood bridge? For example, what improvements could be made to Washington, Demerara, etc that could assist with congestions?

Has there been studies for a bridge possibly further to the south? As we can see Grand Forks continues to grow to the south.

Have a walking bridge as well.

How are you prepared to compensate these neighborhoods for a high traffic bridge going through them? How does this benefit the residents of GF? I would like a phone call back. My cell is [REDACTED]

How will be impacted the market value of the houses on 32nd Ave with more noise? It will be a 25 mph limit between Washington and Belmont?

I am against the bridge to be put on 32nd. I live on 32nd. There is alot of traffic as it is. I have a hard time getting out of my driveway when there is school. I have no ally, so if there is a bridge I would have a harder time getting out of my driveway. My kids go to kelly school.

The traffic there is horrible when school is released. With there being 2 schools on 32nd it is not a safe place for the bridge to be put. If the decision is to put the bridges on 32nd I will be selling my house and moving.

I am a resident on the south side of EGF, and this is desperately needed. I do not see that there will be a "substantial" increase in traffic to warrant any concern; rather, the ability to travel more efficiently from EGF to GF would be a wonderful and needed improvement that should have happened years ago.

I am disappointed that the safety concerns on 32nd Avenue are not being considered more seriously. It is illogical to think that some "calming" strategies will be able to mitigate the safety issue that results when a large increase in traffic is added to a residential area where 1,000 students ages 5-13 come to school daily. The idea that these "calming strategies" actually improve the current safety in this neighborhood (as stated in the presentation) cannot possibly change the inherent danger that comes from adding more traffic to this area. It's completely counterintuitive. Also, the bridge is much more important to EGF and it seems all options are driven by costs and options that suit them best. A bridge was meant for 47th Avenue - if it costs more for this option, than EGF can pay a larger share for it. The fact that is location, which would be far safer on the GF side, was dismissed due to costs doesn't sit well. Safety may mean higher costs. And, as a result of construction of the roads to get to a bridge at 47th (the safest and most logical option) the higher costs incurred should be the responsibility of the MN residents who stand to gain the most from a new bridge.

I am in the 32nd Ave. neighborhood and my children go to Kelly school. Having a a bridge near our home will make the 32nd Ave/ Cherry steer intersection extremely busy. It is already busy. The large traffic flow for Kelly school is also another reason. The bridge on 32nd Ave. will make the cherry street area too busy and not what many people in this neighborhood or good want.

I am not in favor of the 32nd Ave location because I am concerned with pedestrian safety. Children bike, walk, rollerblade, to Kelly or Schroeder in the warmer months. Adding a bridge with an access point only blocks away from both schools, would increase traffic on 32nd, which is already congested during school start/end times. The pedestrian safety ideas outlined in this plan, in my opinion, are not adequate. I hope you considered how many kids have been hit by cars while crossing Columbia to bike to Discovery, which includes a stoplight; I know of at least 3.

I am strongly opposed to the idea of a new bridge running along 32nd Avenue. There is no need to increase traffic this far east along the 32nd Avenue corridor with both Schroeder Middle School and Kelly Elementary School located in the direct area. I have questions about the impact on Lincoln Golf Course if the Elks Drive location is chosen. Would there be plans to add at least 9 holes of golf somewhere else in town? The golf options are already limited as it is.

I can appreciate that those who have spent a lot of money for houses along or near 32nd Avenue would have reservations about increased traffic. However, I hope those individuals can also appreciate how it looks when they complain that there aren't enough low-paid service workers for the businesses along 32nd Avenue, but at the same time would prefer that any such workers crossing from Minnesota travel miles out of their way to avoid the inconvenience of increased traffic.

I do not feel a new bridge is needed and if East Grand Forks feels they want a bridge they should build it outside of the GF City limits.

I do not see either the Elks or 32nd bridge being built. There is talk of a new interchange, a new underpass, and a new industry coming in on the north end of town. I don't see where the money would be coming from to afford such an expensive bridge. I also do not think that the residents in these neighborhoods will be quiet when they are told a bridge is being built on their street. They will likely call to the city council and the mayor. If a new bridge was to be built, I think that a new bridge built on county road 6 that trucks could use would make more sense. Particularly to move beet truck traffic out of the downtown and away from Demers and Washington.

I do not think it is safe to have a major thoroughfare go along the side of a large elementary school. As a person who grew up near Minnesota Avenue, I can tell you that vehicles come off an overpass very quickly, making it dangerous for children crossing the road. I do not support any option for a bridge near a school.

I don't think the infrastructure is set up properly for the elks drive option. That site couldn't handle the traffic load. The 32nd Ave option, although not perfect, is the best option to handle the traffic load it will have.

I fear that placing a bridge at 32nd avenue will create a direct line from i29 for unnecessary traffic through neighborhoods and school areas. It will make our schools and children less safe. Pick up and drop off near 32nd avenue for the middle and elementary school located on Cherry st. are already extremely busy times. Adding inter-state through traffic that has no care for the community through which it is traveling, is hurtful to children and families. Let's do what is best for the children--not what is most convenient for our cars. Putting children's safety first is what will make Grand Forks a great place to live--not a thoroughfare.

I feel that both of these bridge placement options are very poor. There are 2 elementary schools (Viking and Kelly) and one middle school (Schroeder) that are way too close to these proposed bridge locations. That would cause increased traffic and possible safety issues for the students that walk to and from school on a daily basis. I have lived in GF for my whole life and don't see a need for an additional bridge.

I find it exhausting that GF residents need to continually state the same thing. Elks Drive is a poor option and 32nd Avenue is a poor option at best! The fact that the safety of students at a middle school and elementary school are not on your radar is absurd. EGF residents can head further south if they need this so badly. You know what happens when I have to drive to EGF!?! I plan accordingly and allow enough travel time.

IF these are the options, then no new bridge. i think the bridge if built should be farther south of town GF. i think that there are to many residential houses in these areas and schools. i think the extra traffic will be a issues with the schools and homes that have young children. As of no i do not think that these roads are built to handle the extra traffic and there isn't room for the expansion of the roads. Not to mention bring down property values in this area.

If this happens at 32 nd ave, there will be more traffic through this area. I have always been concerned about students crossing 32 nd by Schroeder. If this happens, will you put in another light for students crossing 32nd? Will there be more lanes of traffic? A stoplight at 32nd and cherry? 32nd and Belmont? There is a LOT of traffic especially in the mornings and afternoons because of school drop off and pick up. How do you plan to ease and control traffic with the increased throughput from a new bridge to EGF? Thank you for your time.

[REDACTED]

I grew up on the Point (1950's) & lived there most recently from 2000--2012. The main problem I see & experienced is the time it takes to get from the South end of Grand Forks (where the majority of the retail is now located) back to home on the Point. It's at least a 20 minute drive. The second and most annoying problem is during flooding. Even with the dikes, the Point Bridge & the Sorlie are often closed leaving only the Kennedy open. This creates traffic congestion & lost time by having to go North to go to South Grand Forks. I have personally experienced sitting in a traffic backup on Hiway 2 East past the old Costco just waiting to cross the Kennedy. Also, sometimes the Murray Bridge is closed leaving only one way off the Point by going around near Mallory. A bridge at one of the proposed locations would offer another option for leaving the Point during flooding. Driving all the way out to the Thompson Bridge & back in is a waste of gas & time. A new bridge based on the newly constructed (a few years ago) Thompson Bridge would be great. It is high enough to weather our largest floods. Such a bridge just needs to be closer to the residences on the Point. Finally, since I have lived in the Grand Forks area most of my life, I have watched/listened as the powers that be have argued for years over future projects before finally doing them (examples: the Demers overpass, the Columbia Road overpass, the Alerus Center). The feet dragging against progress of the locals is very unnerving. Even after whatever is built & highly used, the locals still cannot see how it has benefited the community. It seems that future projects are discussed for 20 years before being built. Then, as in the case of the Columbia Overpass, because the city was too cheap to build a 4 lane to begin with they had to go back a few years later and add lanes resulting in a higher cost. This is happening again with the proposed underpass on 42nd. I realize you cannot do anything about people's attitudes, but just wanted to point out the mindset of the people on the ND side. Personally, I see not much hope for a bridge at either one of the proposed locations. The crossings would be in well established neighborhoods on the ND side so there will be an avalanche of 'not in my backyard' resistance. If the authorities from years past had done their future planning, preparation for another bridge would have been readied after the flood at 32nd when the housing stock in that corridor was depleted. The other potential crossing at 47th should have not been developed thus leaving space for a future bridge at that location. I lived on the end of Belmont for 22 years and that area around 47th was undeveloped for many years. No leaders from those days seemed to have any future vision. Thank you.

I have concerns about a 32nd Avenue bridge due to school traffic

I know there were a lot of people who were concerned about traffic going past Kelly and Schroder schools on 32nd, and as someone who has children going to Phoenix, the only bridge access point on this end of town, I feel like that is not an argument. If Phoenix, right on 4th, can be on the bridge route, then another bridge route can be on 32nd and will break up the amount of traffic on the bridge on 4th.

I live on Reeves Drive and feel like a large volume the traffic from EGF funnels down Reeves and Belmont. Getting a bridge further south seems more ideal, so 32nd makes more sense than Elks. While Elks drive isn't a thru street, there are some advantages in that it will slow down traffic. 32nd is already a more major street (though residential east of S Washington) so that's an advantage but it will become more of a high speed danger area I'm afraid. But it would relieve Belmont of more traffic if the bridge were at 32nd.

I live on the point in EGF, and like I have stated at public meetings over the past several years, it is not a good use of funds to build a bridge that would cut a 10 minute commute down to 4. A simple roundabout near Orton's gas station, and if spending is a must, the Merrifield bridge (I realize this isn't in the city's jurisdiction) would solve all the issues plus be able to be utilized for trucks.

I love that in either model, the intersection of 4th and Belmont turns into a roundabout. I realize that doesn't have anything to do with bridges but it really is a "confusion corner" for both pedestrians and vehicles. For the future movement of population to the south in our town, I think the 32nd avenue location is better. The Schroeder and Kelly population have concerns about there being a bridge, but Phoenix has been dealing with high traffic levels all the time. It would be great if an underpass could be installed similar to on Washington, if that option was available. Also, the Schroeder parking lot should be restructured so the coming in and out of the parking lot isn't such a mess.

I'm glad to see that a pedestrian/bike lane is part of the bridge plan. This is very important, and the lack of a pedestrian crossing on the Point bridge is very irritating.

I'm really concerned about the impacts of a bridge on 32nd to the schools and neighborhood

I'm very much looking forward to a south end bridge that will relieve the dangerous amount of traffic using residential Belmont and Reeves as speedways to EGF.

I really don't think GF is in a financial position to have a new bridge. The benefits are far outweighed by the negatives- costs, disruptions to neighborhoods, and lack of an essential reason to build a new bridge. GF already has a heavy tax burden and until this is alleviated expensive pie in the sky projects should be avoided!

I really think that the Merrifield Road would be a better location, and is more proactive for future growth.

Is building a new bridge to cut peoples commute times really worth it? Whether people live or work and need to cross the River, they knew that before they bought their house or got their job. I am not near either Elks or 32nd Ave area, but I would hate to see such an increase in traffic in either residential area.

I think it's smart to think of the future! 32nd is the only option that makes sense.

I think the 32nd Ave option is untenable because of the location of the schools.

I think this is a really good idea and can open up even more business opportunities near where the bridge will come into East Grand Forks.

It is concerning to have the additional traffic in the areas that are being proposed.

It is outrageous to consider a new bridge anywhere north of 47th Avenue. It serves zero purpose for the residents of Grand Forks and only helps people of East Grand Forks. If they don't like to drive around to get to work in GF, they should have considered that before moving to EGF.

I truly believe that it's a few wealthy homeowners along any proposed bridge corridor that is and have been causing all of this angst. I think the cities just need to ignore them for a change and do what's best for the greater good, pick a path forward, and go with it. Either option will provide immense value to our communities. The only wrong action is continued inaction.

it's ridiculous that the 32nd Avenue option is still in the running. The fact that it runs by two schools and dozens of driveways that face 32nd is crazy. Who cares if it's not convenient for EGF, they should be happy to get any sort of bridge. Not sure we need to bend over backwards to accommodate them..

It's time for a bridge. If grand forks wants to grow as a community, it's time! EGF residents work, shop and spend money in GF!

It would significantly cut down on traffic on Belmont road from individuals cutting through from the East Grand Forks point area to get out to shop at places like Target, Sam's Club etc. from East Grand Forks point area. The traffic on Belmont has been crazy and has gotten out of hand.

I understand that 32nd has more to worry about with driveways on the street, two schools with crosswalks and widening the road possibly. Elks drive would be perfect.

I understand the need for the bridge to be closer to the south edge of east grand Forks. However putting a bridge less than half way through grand Forks would severely reduce the benefit for the future. As well as elks drive not having a through street, and both bridge options to go through narrow residential roads with no room for expansion. Within probably 5 years grand Forks will be building south of 62nd ave. Which will put us in the same situation as now just further south. As a south end resident, I already go to the Thompson bridge to cross just to avoid the slow residential roads and traffic. The new crossing needs to be further south!!!

I understand traffic congestion is a major issue in the city of Grand Forks. However, a new bridge at either the Elks Drive or 32nd Ave. location ruins both of those neighborhoods and makes the roadways less safe. I know the study said traffic would be addressed around school buildings at either location, really? Just like traffic is continuously addressed outside of Valley Middle School or Central High School? All adding a new bridge would do is create a more dangerous situation around those schools. Get over it Grand Forks/East Grand Forks. Stop building more and more on the south end and fix what we have.

I've been involved in several meetings with this topic on agenda, and 32nd Ave. seems the best option for both communities.

I've lived on the Point for over 15 years and have witnessed traffic steadily increase (population growth is a good problem!) and the daily bottle-neck traffic on Bygland Road is a real safety issue. Many years ago when I first built a home, the city boldly shared there would be a bridge to help traffic in the near future so the Point would never become an island if the flood walls needed to be used. That hasn't happened yet, so these conversations need to continue until something is decided! Now that I'm a parent, the heavy traffic flow worries me even more! Every year the schools face transportation issues and routes are cut...my neighborhood has been on the chopping block several times. Driving my kids to school adds to the congestion and heavy traffic to take Bygland Road to get to my job. My children can't safely walk to school because there are no sidewalks and traffic through the neighborhoods is heavily increased before and after school as parents are trying to avoid the traffic. If EGF is going to continue growing, there needs to be more than one way to access GF from the Point!

I was wondering how this would change the need for improving truck traffic? Are there still plans for a south end I-29 interchange and bridge crossing further south?

I would be happy with either option for a bridge. A bridge is way overdue and is necessary for residents of Grand Forks and East Grand Forks alike.

I would hope that the collective good of both communities would outweigh the limit few who would be negatively impacted at either location on the Grand Forks side. Living near the point bridge, I daily witness the traffic constraints and the school safety concerns that are being managed with that bridge every day. 32nd Avenue option will continue to help grow the City of Grand Forks as it connects to a major commercial and interstate corridor. I not only hope that a location is determined but that funding is pursued after all the plans have finalized so we can actually see that the sky isn't going to fall once a bridge is constructed and operating.

I would like to see the traffic safety mitigation around the schools implemented in the very near future, with top priority given to the Phoenix area since it is already identified as having high congestion.

I would only support a bridge at 47th street. This street was designed to handle the traffic of a potential new bridge. The homes do not enter/exit directly onto the street like they do at the other bridge options. Also, the bridge could be built tall enough so it could remain open during flooding. The Elks and 32nd options are going to increase traffic and noise near homes and schools and cause congestion.

Makes the most sense due to a high traffic route like 32nd Ave!

Many times I've wished for a bridge out here so I didn't have to drive so far and almost back track

Merrifield bridge only

Merrifield exit for the new bridge.

My child already crosses three busy intersections to bike to school every day. If you add additional traffic on 32nd from a bridge it would be exponentially less safe.

N/a.

Neither Elks Drive nor 32nd Ave are good alternatives for a new bridge. Both cities are growing further south so a new bridge further south would a better option.

No

No additional bridge is needed.

People who live on 32nd have known for decades that this was a future bridge location.

Please consider a bridge at the Merrifield Road location as it doesn't interfere with existing schools, housing etc. I beg you not to put it on 32nd Ave., South. I have observed on, many occasions, the school pick up/drop off congestion nightmare. Please do not add to this already dangerous situation.

Please do not put the bridge at 32nd Ave. The added traffic to that area is not a good choice given Kelly elementary school and Schroeder middle school are there. We need to protect and promote our kids who walk/ride bike to school.

Project would need to at least address some alternatives outside of the bridge itself. Roundabout on Byland at Rhinehart & Greenway.

See above response

Stop wasting money on all these studies and just build it!!!! We all know where this bridge should be built. Look at all the money you have wasted on these studies. Thanks for letting me VENT!!!

The 32nd Ave bridge would greatly help with traffic flow. I think the Elks Drive option would not be as effective or efficient as it's not a straight connection to Washington St and would add considerable congestion to the section of Belmont St that is already narrow and congested.

The 32nd avenue bridge should only be built after the Merrifield road river bridge. The 32nd avenue bridge can be a low level bridge, ie closed when the river gets to major flood stage.

The 32nd Ave option makes the most sense because it provides a direct route to all of the businesses along the 32nd Ave corridor, as well as access to I-29.

The benefit:cost ratio and impact on potential funding sources should be discussed. The relative benefits matrix shows that soils are a greater problem at Elks Drive. Soils and geotechnical costs have more uncertainty so hopefully these potential costs are given a greater range relative to the 32nd Driven option. [REDACTED]

The bridge at the 32nd Ave location would create a significant increase in traffic flow from the interstate all the way to EGF. Traffic on 32nd between South Washington and the interstate is already very congested and bridge access would further exacerbate that issue. More importantly, this location would create major safety issues as it pertains to Kelly Elementary School and Schroeder Middle School. According to the traffic impact study, a more even distribution of traffic can be achieved with the Elks Drive location without impacting the school safety ratings.

The bridge needs to be where it benefits traffic between the two cities. Politics and influential home owners need to be ignored. Do what is right!

The bridge on 32nd would make the roadway even more dangerous for not 1 but 2 schools. The road is already crazy busy!!!

the bridge would bring a harmful flow of traffic through the school zone i work in and would be harmful and cause traffic jams and unsafe for the children walking to and from school

The Elks bridge still requires the traffic to go down Belmont Rd. The 32nd bridge allows for that bypass of Belmont.

The intersection at 4th and Belmont needs to go back to 4 way street light ASAP

The LOS slide indicates that a 32nd Ave. bridge results in two C ratings, one for Kelly and one for Schroeder. This represents a worse overall rating when compared to the current rating of a C and a B rating at Phoenix under the "No Bridge" option. I can't support spending \$40MM on a new bridge that would result in a net reduction in rating. The adverse impacts to residents along the 32nd ave. corridor are enormous. Regardless of what modeling results predict, it's easy to imagine a 32nd ave. bridge becoming a "bypass" route for travelers heading into Minnesota. It routes traffic away from established businesses in both communities, especially EGF's downtown. I've heard this described as a "neighborhood bridge", but a neighborhood bridge needs to distribute traffic and be sufficiently inconvenient that it doesn't significantly increase traffic. I see no way a true neighborhood bridge can be built on a street with significant commercial activity (west of Washington street to I-29) and interstate access. The residential segment of 32nd ave. between Washington and the river will become a thoroughfare, enabling interstate traffic to bypass GF/EGF, damage property values, and negatively impact the safety of students around the Schroeder and Kelly schools. Build a bypass bridge south of GF. Get that traffic off city streets and existing bridges. Then reassess the need for a new inner-city bridge. Alternately build a bridge on 47th as was previously planned and advertised. Address the flood control issues with EGF and Polk County separately while still providing the needed alternate routing for both communities. Please don't create a thoroughfare of 32nd ave. and adversely impact the hundreds of homes currently w/in the impact zone of a 32nd ave. bridge.

The presentation was very well done and easy to understand. Thank you! The only wonder I have is, is a goal of the bridge crossing to allow for another crossing if the river reaches flood stage? Either option would be nice to allow traffic pressure to be more distributed throughout the two cities. Thank you for your work on this project!

There is no reason for this bridge. There's nothing over there on the EGF side this far south anyway. Please stop trying to ruin our south-end neighborhoods. Traffic will be a nightmare. There is no reason to divert traffic through our neighborhoods (no commercial zoning, etc). And because of all of this publicity, we can't even sell our houses in time to keep from having to deal with it. This is one of the best areas of Grand Forks and it seems ridiculously short-sighted to ruin the quiet, established residential areas with this bridge. Had a bridge already been here, we'd have known not to purchase a home here. People wanting to cross on the south end can go out 81 to the crossing of ND hwy 7 and MN hwy 9 and go up 220 North in MN.

These limited options are not adequate. A bridge should be placed at the far south end. The 32nd option is a very dangerous location with Schroeder and Kelly schools. Having increased traffic at the school crossing will face strong community opposition.

These two options seem to benefit East Grand Forks much more than Grand Forks. The previous southern options seem to have a better benefit to Grand Forks. East Grand Forks should pay more if the option selected benefits them the most.

The thing I need to be convinced of is that this will benefit GF in any way. I'm not saying there is no benefit—I'm saying I haven't yet heard a compelling argument. The Point Bridge will have less traffic. True. But will it be enough less traffic to make any of the streets along that route enough less busy to make it worth doing? Will kids be able to play basketball in the street at Belmont and 4th? Either the Elks option or the 32nd option will make life in those neighborhoods markedly worse. I haven't seen the benefits to GF explained in a way that makes this make sense.

This bridge is long overdue. The video was very informative and interesting. Thank you for sharing information in this manner with the public.

This project SO CLEARLY benefits only those from EGF that it is laughable. Grand Forks bears 100% of the risk/negative impacts of this project: from radically transformed traffic patterns and problems, the consequences of additional traffic past our schools, and decreased property values. To add insult to injury, homeowners in the affected area will probably be "thanked" for their suffering with a big fat assessment to pay for this ridiculous project! EGF has absolutely zero skin in the game - either of the proposed bridge options would be built on land that doesn't have a home within a quarter mile. THOSE OF US LIVING ON THE SOUTH END OF GRAND FORKS DO NOT WANT A "NEIGHBORHOOD" BRIDGE! All of the made-up statistics and figures will not hide the fact that this bridge is for the EGF people that work and shop on the ND side. This bridge WILL NOT BE BUILT.

To not put the bridge by two schools... It may help even out other schools but moved Kelly and Schroeder to a C rating! There HAS to be a better alternative than to do something that only really benefits EGF. 32nd is not a good option.

Traffic flow would be so much easier if there was another bridge added to connect EGF and GF.

Unless the cities choose not to build a new bridge it will hurt Kelly Elementary and Schroeder Middle Schools regardless. If the cities choose to build at 32nd Ave it will greatly hurt Kelly and Schroeder and do a disservice to the students and families who attend there. Not to mention the noise levels, pollution, and harm to the families who live in this area and the greenway. This study is just skewed to make the bridge at 32nd Avenue seem like the better option, which in reality it's HURTING the people who live and go to school in these neighborhoods. Both bridges are a terrible idea and will do a disservice to the children who go to school at ALL of the schools affected. Our homes will lose value and the area will become unsafe.

Use Merrifield. Do not put in established neighborhoods. These two options only benefit EGF and they hurt GF. I agree with some kind of bridge to the south but not running through neighborhoods. There is a conflict of interest with the owner of the land on the East side being a member also of the committee.

Visibility into how the weight of various factors are determined would be beneficial. It seems odd that the Elks/32nd options are so close, when the 32nd option seems to be a better fit.

We do not want the bridge at 32nd! Wake up and LISTEN to what the GF residents are saying. Actually hear us and take it into consideration that the residents in these neighborhoods are STRONGLY opposed. It feels like we can say all we want, but it's not going to change anything.

Well done.

We need a new bridge and of these options I think 32nd avenue is the best choice. However, I think any new bridge should be located farther south than 32nd considering future city growth. I would look into Merrifield road or something like that.

We need a new bridge. It should have been done a long time ago. It should connect as far south as possible because that is the way the town is building. 32nd makes best sense for EGF too.

What's wrong with the Merryfield road idea.

When considering the EGF community, we have two schools on the very south end of town. In order to pick up our children to get to doctor appointments, orthodontist appointments, or simply to go to GF for any reason, we need to go to the very south end of EGF and come all the way up to the point bridge to go over to the GF side to then drive all the way to the south end of GF. A bridge at either location would help save time and mileage....and would be very much appreciated!

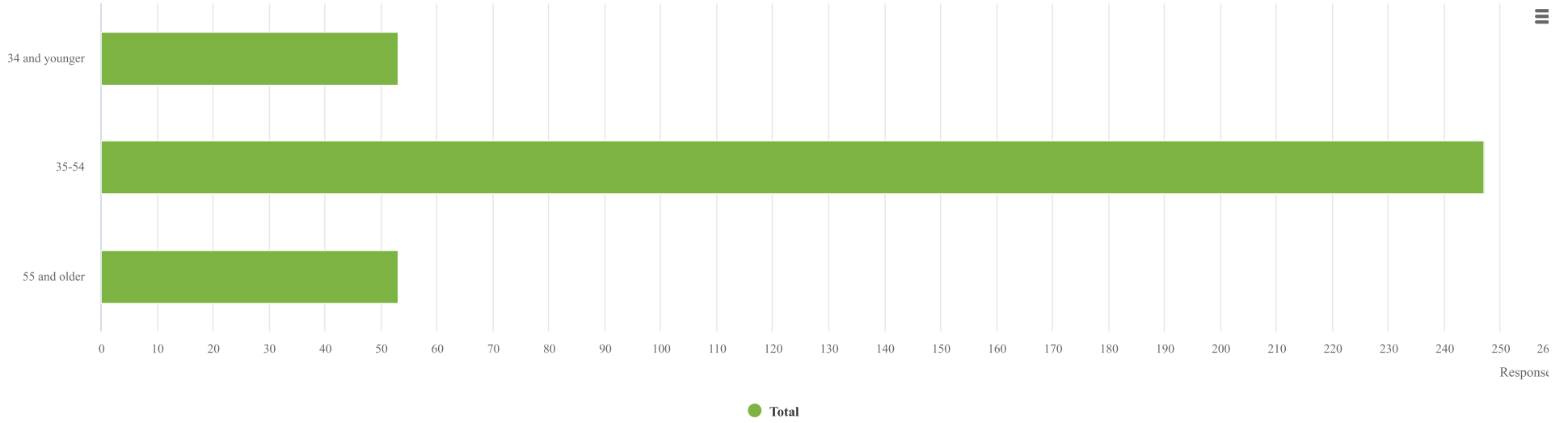
Why are we not allowing/planning for trucks? This is very much needed

Why do we need a new bridge? EGF residents will still come to GF regardless. Place new bridge further South, past 62nd if anything. It will be better for the entire town and farming trucks but still provide a South Bridge option. 32nd option would be the worst thing you could do.

With two schools at 32nd Ave, there is already much congestion along that route. I am very concerned about student safety. The Elks option seems to present less of a problem since the volume of students in that area is less. Ideally, I'd like to see something that does not pass any school area, but that does not seem to be an option.

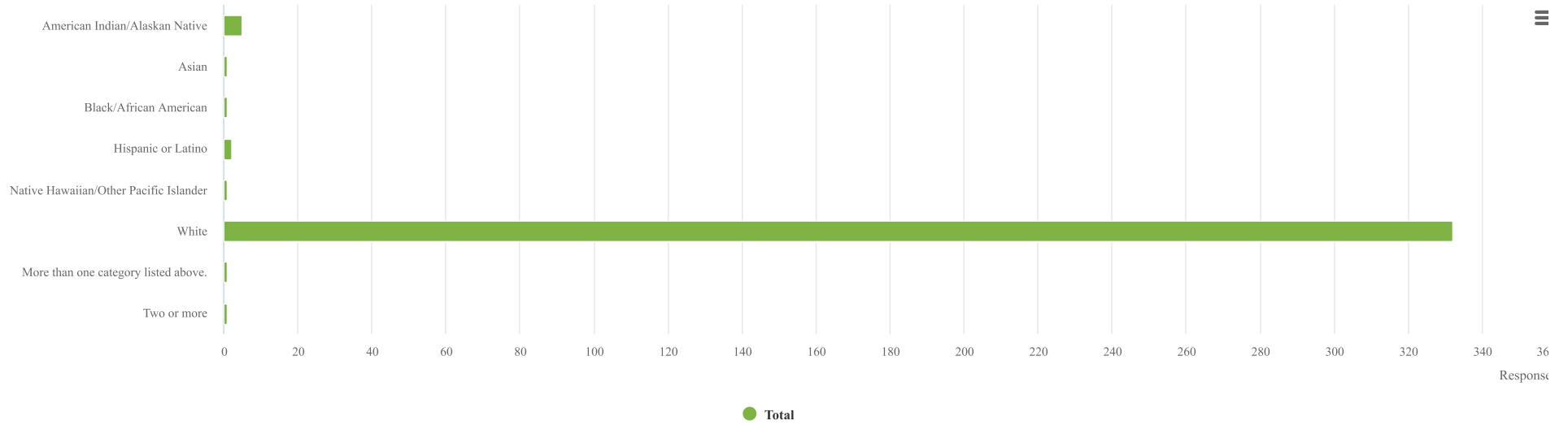
Q5. Age:

353 answers



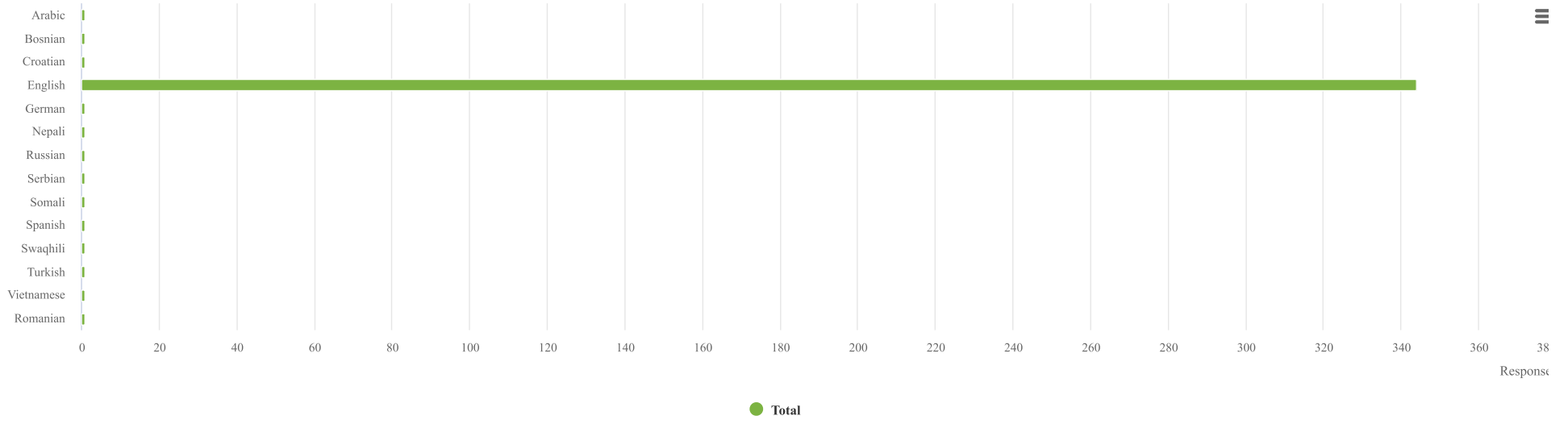
Q6. Race:

343 answers



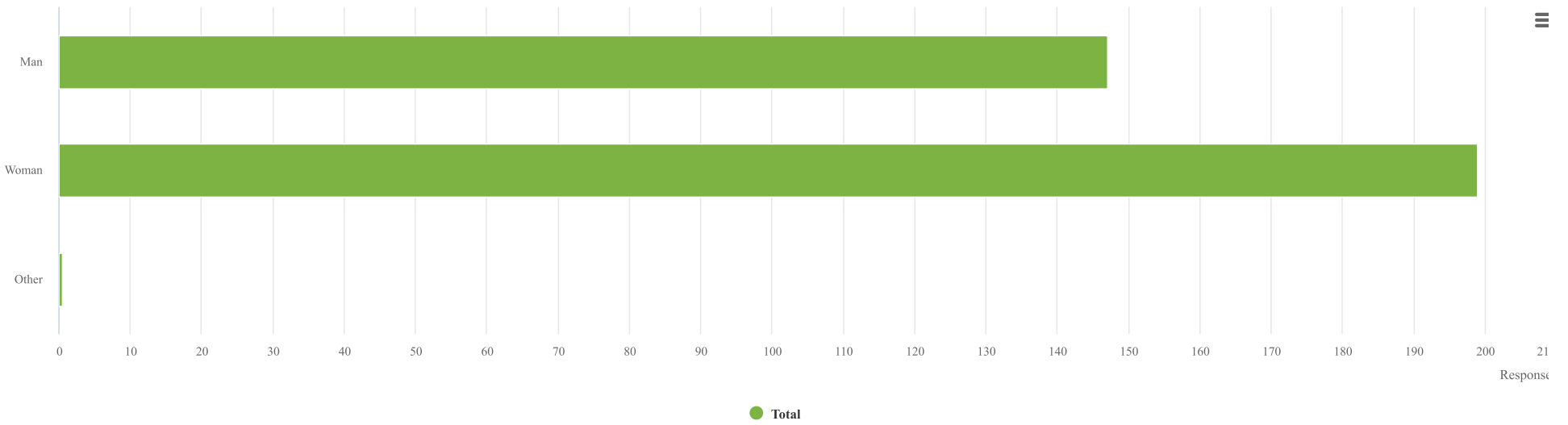
Q7. Language most frequently spoken in your home:

345 answers



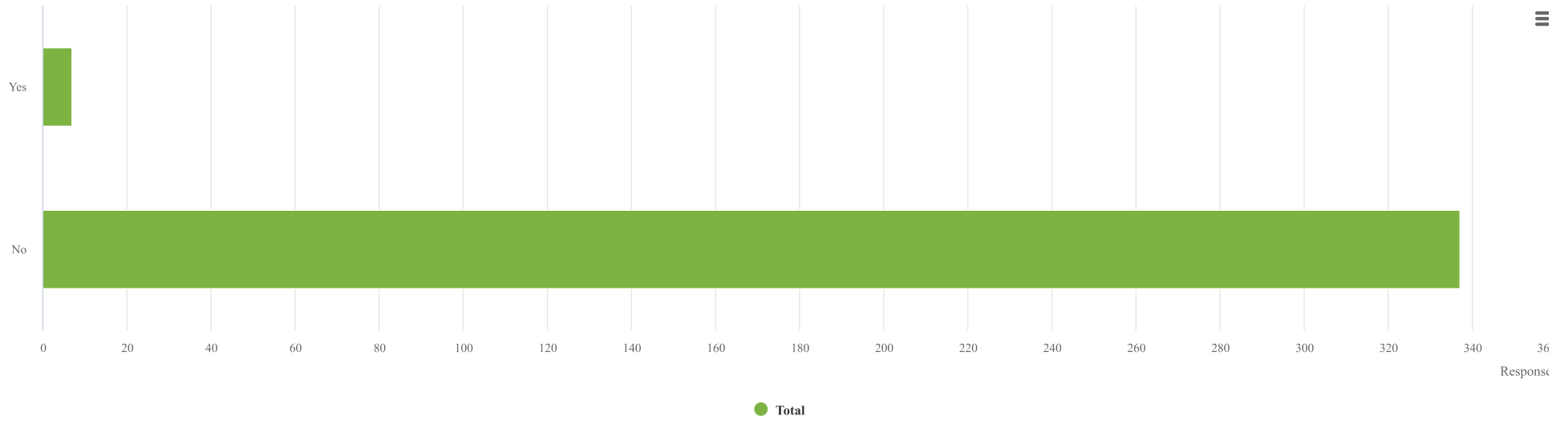
Q8. Gender:

346 answers



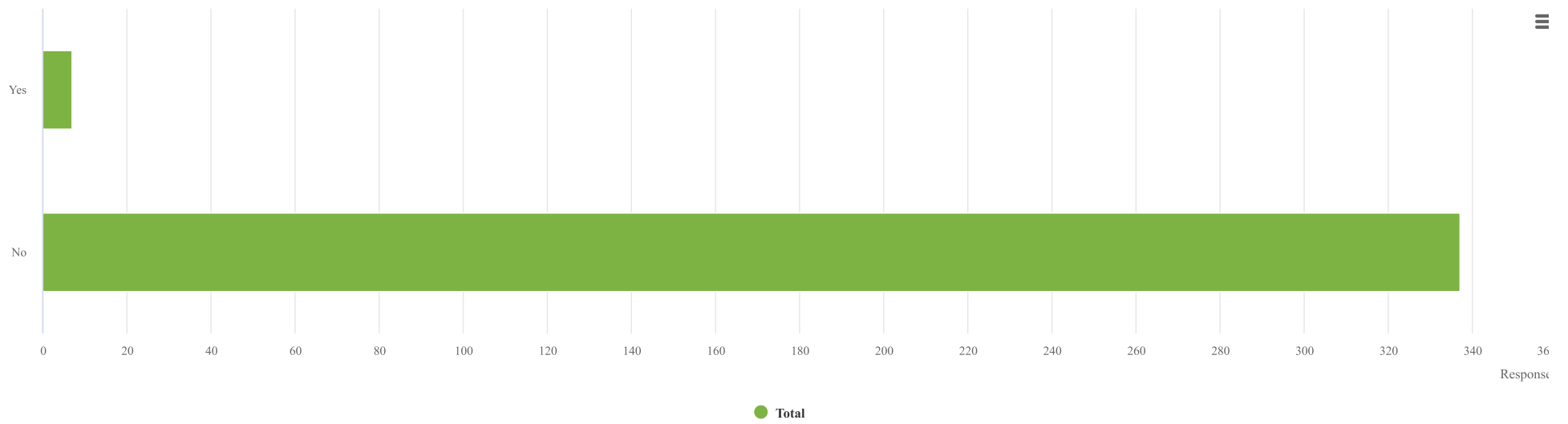
Q9. Disability:

344 answers



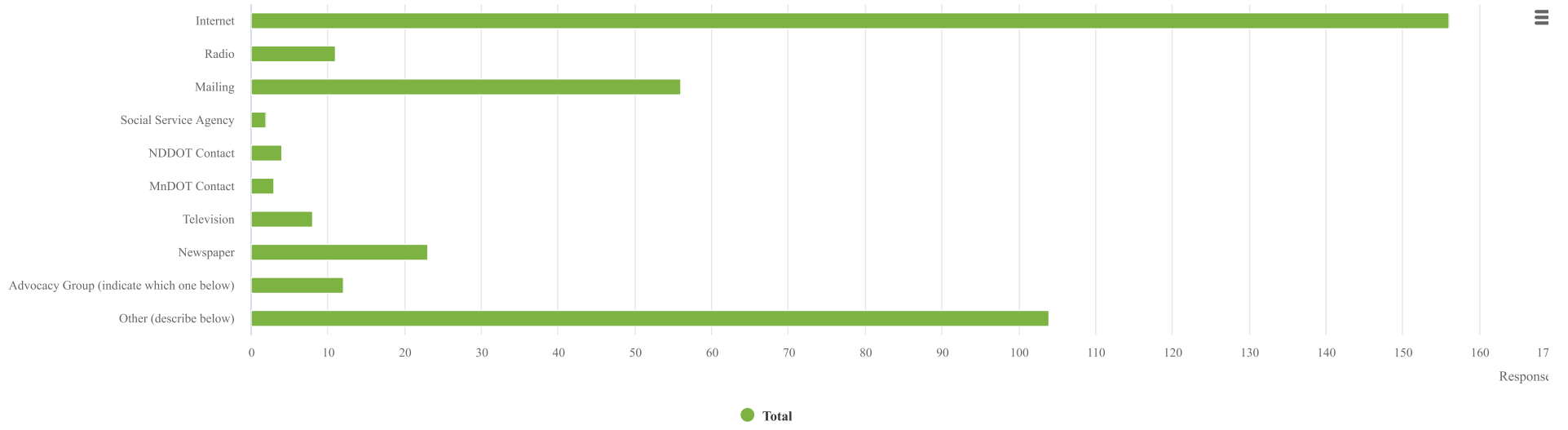
Q10. Do you receive public assistance?

344 answers



Q11. Indicate how you heard about the event:

331 answers



Q12. If you selected "Other" or "Advocacy Group" please indicate here:

81 answers

[Word Cloud](#) [Response List](#)

[Responses](#) [Download CSV](#)

32nd Ave neighborhood

32ND Ave Neighborhood

As hoc

City Council

EGF School District

EGF Schools sent this out

Elementary School.

email

email

Email

Email

E-Mail

Email after the December 16, 2021 open house was held.

Email alert from Grand Forks Public Schools

Email as a GF Public School employee

Email East Grand Forks School District

email from GFPS

Email from GFPSD

email from GF Public Schools

Email from GF Schools

e-mail from Grand Forks Public School District

Email from Grand Forks Public Schools

Email from Kelly school

email from my school group

email from the EGF school district

Email from the Grand Forks Public School System.

Email notification

Emails.

Email via ISD 595

Employer Email

Facebook

Forwarded email, not from a city organization

Friend on Facebook

From school district
GF/EGF Schools
GFPS
GFPS
GFPS email
GF public school district
GF public schools
GF Public schools
GF Public Schools
GF Public Schools email
GF Schools
Grand Forks Public School emails
Grand Forks Public Schools
Grand forks public schools email
Grand Forks Public Schools Email
grand forks school email
Greenway Email
Greenway newsletter
MPO email list
My children go to Kelly and Schroeder
Neighborhood group chat
Neighborhood group of Olson & Elmwood Dr
Neighborhood support group
Neighbors
Neighbors
Public schools email
Safe kids
Safe Kids
School bored
School District
School District
School district email
School district publication
school email
School email
School email
School Email
School Principal
School system
Social media
Social Media
Sons school email
This I my neighborhood and we are fighting the 32nd bridge option!
Through GFPS email
Word of mouth
Word of mouth in the community
Work colleague.
Work email

Open House 2 Survey - In Person Responses

FUTURE BRIDGE TRAFFIC IMPACT STUDY

Share your thoughts!

How well do you feel each alternative meets the project purpose and need?

You can give multiple options the same rating.

	Very Well	Well	Neutral	Not Well
No New Bridge	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
New Bridge at Elks Drive	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
New Bridge at 32nd Avenue	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

32nd Avenue Option

Nothing, maybe elevation increase

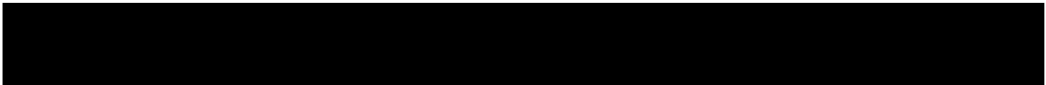
Which alternative would you prefer?

- No New Bridge
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

Do you have any comments or questions on the bridge alternatives or the study?

If you would like a response to your question please provide your contact information.

how receptive is Polk county to taking over/widening road??



More questions on other side

FUTURE BRIDGE TRAFFIC IMPACT STUDY

Tell us about yourself

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Age:

- 34 and younger 35-54 55 and older

Race:

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 Native Hawaiian/Other Pacific Islander White Other (describe)

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 Somali Spanish Swahili Turkish Vietnamese Other (describe)

If you answered "Other" please describe here:

Gender:

- Man Woman Other

Disability:

- Yes No

Do you receive public assistance?

- Yes No

Indicate how you heard about the event:

- Internet Radio Mailing Social Service Agency NDDOT Contact MnDOT Contact
 Television Newspaper Advocacy Group (indicate which one below) Other (describe)

If you selected "Other" or "Advocacy Group" please indicate here:

FUTURE BRIDGE TRAFFIC IMPACT STUDY

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What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

32nd Avenue Option

Which alternative would you prefer?

- No New Bridge
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

Do you have any comments or questions on the bridge alternatives or the study?

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More questions on other side

FUTURE BRIDGE TRAFFIC IMPACT STUDY

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 Television Newspaper Advocacy Group (indicate which one below) Other (describe)

If you selected "Other" or "Advocacy Group" please indicate here:

Ad Hoc Member

FUTURE BRIDGE TRAFFIC IMPACT STUDY

Share your thoughts!

How well do you feel each alternative meets the project purpose and need?

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What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

32nd Avenue Option

Which alternative would you prefer?

- No New Bridge
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

Do you have any comments or questions on the bridge alternatives or the study?

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More questions on other side

FUTURE BRIDGE TRAFFIC IMPACT STUDY

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Disability:

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Do you receive public assistance?

- Yes No

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 Television Newspaper Advocacy Group (indicate which one below) Other (describe)

Facebook

If you selected "Other" or "Advocacy Group" please indicate here:

FUTURE BRIDGE TRAFFIC IMPACT STUDY

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What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

32nd Avenue Option

-Remove option. Concern w/ logistics of two schools (lg. ones) close to the bridge w/ lots of their students having to cross

Which alternative would you prefer?

*#1
#2*

- No New Bridge
- New Bridge at Elks Drive
- ~~New Bridge at 32nd Avenue~~

Do you have any comments or questions on the bridge alternatives or the study?

If you would like a response to your question please provide your contact information.

32nd Avenue. to get home.

More questions on other side

FUTURE BRIDGE TRAFFIC IMPACT STUDY

Tell us about yourself

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Disability:

- Yes No

Do you receive public assistance?

- Yes No

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FUTURE BRIDGE TRAFFIC IMPACT STUDY

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What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

32nd Avenue Option

Which alternative would you prefer?

- No New Bridge
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

Do you have any comments or questions on the bridge alternatives or the study?

If you would like a response to your question please provide your contact information.

32nd makes the most sense.

More questions on other side

FUTURE BRIDGE TRAFFIC IMPACT STUDY

Tell us about yourself

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FUTURE BRIDGE TRAFFIC IMPACT STUDY

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How well do you feel each alternative meets the project purpose and need?

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New Bridge at 32nd Avenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

Find new location

32nd Avenue Option

Find new location

Which alternative would you prefer?

- No New Bridge - *further south!*
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

Do you have any comments or questions on the bridge alternatives or the study?

If you would like a response to your question please provide your contact information.

I believe a bridge in either location will not be received well with anybody in those neighborhoods. plan for the future, build south which allows farm trucks to use as well! Not to mention traffic and the schools!

As the presentation tried saying with new intersections would be safer... Adding 6,000 cars is going to increase the chances of an accident regardless.

More questions on other side

FUTURE BRIDGE TRAFFIC IMPACT STUDY

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Disability:

- Yes No

Do you receive public assistance?

- Yes No

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FUTURE BRIDGE TRAFFIC IMPACT STUDY

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What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

32nd Avenue Option

Which alternative would you prefer?

- No New Bridge
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

Do you have any comments or questions on the bridge alternatives or the study?

If you would like a response to your question please provide your contact information.

This study confirms all the previous studies that 32nd Ave is the best option on a cost/benefit ratio. It's time to stop studying and start the planning process. The recently passed infrastructure bill is the perfect opportunity for the community to get the funding needed. We need to have a plan ready to get the project in motion. The MPO needs to recommend 32nd and allow the cities to get to work on the construction.

More questions on other side

FUTURE BRIDGE TRAFFIC IMPACT STUDY

Tell us about yourself

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Disability:

- Yes No

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- Yes No

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Email newsletter

FUTURE BRIDGE TRAFFIC IMPACT STUDY

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What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

32nd Avenue Option

Would need to be high bridge + buyout homes East of Belmont-

Which alternative would you prefer?

- No New Bridge
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

Do you have any comments or questions on the bridge alternatives or the study?

If you would like a response to your question please provide your contact information.

~~32nd~~ 32ND Bridge appears to have a vast footprint across Greenway, taking away from one of best assets Grand Forks has to offer to it's residents.

More questions on other side

FUTURE BRIDGE TRAFFIC IMPACT STUDY

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Disability:

- Yes No

Do you receive public assistance?

- Yes No

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If you selected "Other" or "Advocacy Group" please indicate here:

Facebook Messenger Neighborhood Group

FUTURE BRIDGE TRAFFIC IMPACT STUDY

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What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

32nd Avenue Option

Which alternative would you prefer?

- No New Bridge
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

Do you have any comments or questions on the bridge alternatives or the study?

If you would like a response to your question please provide your contact information.

Belmont & 32nd Ave is currently rated an F by the MPO on traffic flow. How will adding 6,000 cars/day change this to a C? If road changes needed is this a shared cost between the 2 cities? EGF will have thousands of acres of undeveloped land to expand in. GF has no additional undeveloped land that would come available after a bridge. *More questions on other side*

Was Economic Development looked at benefit - percentage to each side of the river? What's the breakdown?

FUTURE BRIDGE TRAFFIC IMPACT STUDY

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Disability:

- Yes No

Do you receive public assistance?

- Yes No

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FUTURE BRIDGE TRAFFIC IMPACT STUDY

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New Bridge at 32nd Avenue	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

Nothing

32nd Avenue Option

Nothing

Which alternative would you prefer?

- No New Bridge
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

Do you have any comments or questions on the bridge alternatives or the study?

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More questions on other side

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- Yes No

Do you receive public assistance?

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What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

32nd Avenue Option

Which alternative would you prefer?

- No New Bridge
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

prefer 47th location

Do you have any comments or questions on the bridge alternatives or the study?

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More questions on other side

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If you answered "Other" please describe here:

Gender:

- Man Woman Other

Disability:

- Yes No

Do you receive public assistance?

- Yes No

Indicate how you heard about the event:

- Internet Radio Mailing Social Service Agency NDDOT Contact MnDOT Contact
 Television Newspaper Advocacy Group (indicate which one below) Other (describe)

If you selected "Other" or "Advocacy Group" please indicate here:

FUTURE BRIDGE TRAFFIC IMPACT STUDY

Share your thoughts!

How well do you feel each alternative meets the project purpose and need?

You can give multiple options the same rating.

	Very Well	Well	Neutral	Not Well
No New Bridge	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
New Bridge at Elks Drive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
New Bridge at 32nd Avenue	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

32nd Avenue Option

Which alternative would you prefer?

- No New Bridge
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

Do you have any comments or questions on the bridge alternatives or the study?

If you would like a response to your question please provide your contact information.

The ELKS Dr. location isn't wise - traffic management would be difficult and frustrating for drivers

More questions on other side

FUTURE BRIDGE TRAFFIC IMPACT STUDY

Tell us about yourself

The Civil Rights Act of 1964 and related nondiscrimination authorities require the Grand Forks-East Grand Forks MPO to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the MPO will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

These questions are optional. Please click "Submit" at the bottom of this page to share your feedback on the bridge options.

Age:

- 34 and younger 35-54 55 and older

Race:

- American Indian/Alaskan Native Asian Black/African American Hispanic or Latino
 Native Hawaiian/Other Pacific Islander White Other (describe)

If you answered "Other" please describe here:

Language most frequently spoken in your home:

- Arabic Bosnian Croatian English German Nepali Russian Serbian
 Somali Spanish Swaqhili Turkish Vietnamese Other (describe)

If you answered "Other" please describe here:

Gender:

- Man Woman Other

Disability:

- Yes No

Do you receive public assistance?

- Yes No

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FUTURE BRIDGE TRAFFIC IMPACT STUDY

Share your thoughts!

How well do you feel each alternative meets the project purpose and need?

You can give multiple options the same rating.

	Very Well	Well	Neutral	Not Well
No New Bridge	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
New Bridge at Elks Drive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
New Bridge at 32nd Avenue	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What would you change, if anything, to improve the performance of each new bridge option?

Elks Drive Option

This location doesn't make sense

32nd Avenue Option

This is the better of the 2 options

Which alternative would you prefer?

- No New Bridge
- New Bridge at Elks Drive
- New Bridge at 32nd Avenue

Do you have any comments or questions on the bridge alternatives or the study?

If you would like a response to your question please provide your contact information.

Mike Brown, after being Mayor for 20 yrs, came to the conclusion that there is no political will for a bridge north of 4th ave. He is probably right

More questions on other side

FUTURE BRIDGE TRAFFIC IMPACT STUDY

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If you selected "Other" or "Advocacy Group" please indicate here:

Grand Fks Hist Soc. email