
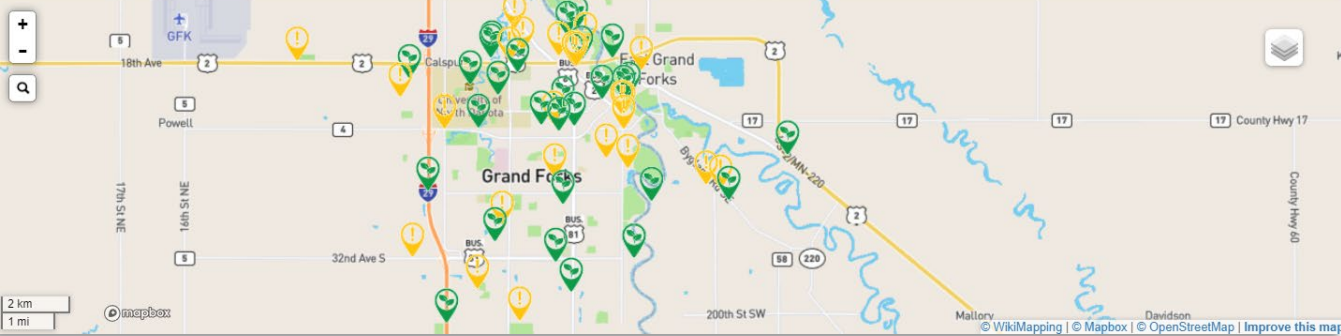






WIKIMAP RESPONSE SUMMARY

INTRODUCTION

In order to gather input on areas for development and improvement, we asked residents to identify areas with issues or limitations to positive growth/development or areas conducive to growth/development. Users could place a “pin” at locations with a corresponding comment, respond to comments that were placed previously, and like/dislike existing comments. **A total of 69 pins were placed, and 335 comments left on the interactive map, spread across the Grand Forks area.**

|  | MAP IT! | INSTRUCTIONS |
|---|--|--|
| <p>Welcome Share 0</p>  | <p> Identify one or two areas with issues or limitations to positive growth/development. What is the challenge?</p> <p> Identify one or two areas that seem conductive for growth/development. What type of development are you picturing?</p> | <p> 1 Add your ideas to the map by clicking on “Add Comments” to place icons using the menu bar below.</p> <p> 2 Describe your comment in the text box that pops up.</p> |

GROWTH AND DEVELOPMENT

38 locations were selected as being conducive to growth and development. The most supported comments include:

- **Pedestrian and bike routes from UND to downtown** (including an overpass over the train tracks)
- **Paved bike path** from 12th Ave. NE on east side of the country club to Burke Addition
- **Add ramps to the overpass** for a truck traffic bypass with a future Merrifield Road bridge
- **An interstate exit** in the industrial park area
- Develop a **linear park** along existing shelterbelt with bike path extension
- **Expand paved Greenway trail** further south
- Farm field in the middle of town great location for **new development**
- **Revitalize/redevelop Grand Cities Mall** (infill, museum, aquarium, winter activities)

The table below presents the locations with overall level of agreement (based on likes/dislikes and comments). Locations with general disagreement are highlighted in red, and significant agreement in green (greater than 10 likes).



| Comment | + | - | Net |
|--|-----|-----|-----|
| A monorail from here to Shelbyville! | 9 | 0 | 9 |
| A protected bike route from UND to downtown would improve community connections, transportation, accessibility. | 88 | 22 | 66 |
| Add a paved bike path from 12th AVE NE along the east side of the country club to the Burke Addition, OR an unpaved path to 16th St. SE. | 49 | 0 | 49 |
| Add a pedestrian overpass over train tracks to connect UND to bike path along the coulee south of Demers | 20 | 0 | 20 |
| Add a shared-use trail to extend the Greenway along the river and connect to future housing development on southend. | 6 | 0 | 6 |
| Add another parking garage on one of the GFPS owned flat lots so that the other GFPS flat lots can actually be redeveloped. | 2 | 2 | 0 |
| Add bike path along this bridge to enable direct connection between Kennedy Bridge path and the rest of East Grand Forks. This could be done when the bridge is rebuilt, or added as a pedestrian bridge next to the existing bridge. | 1 | 0 | 1 |
| Add bike/pedestrian bridge connecting Dyke Ave over N Washington alongside train bridge. This would be a simple (and relatively cheap, with temporary bridge to start) way to connect east (downtown) and west (UND campus), but also make it easier to get from downtown to the DeMers bike path without going through the mess that is the DeMers/Washington intersection on foot or bike. | 1 | 0 | 1 |
| Add Bird scooters or lime scooters | 8 | 8 | 0 |
| Add paved bike path along w side of country clu to the Burke Addition or further north | 36 | 0 | 36 |
| Add ramps to the overpass for a truck traffic bypass with a future Merrifield Rd bridge | 121 | 22 | 99 |
| An archery park would be a fun addition to the city park department. With all of the open areas along the river it could be tucked away in a safe location. Archery is a growing sport and many communities in the upper Midwest are offering public archery parks. | 0 | 0 | 0 |
| An Interstate exit here would help ease some traffic congestion on the 32nd Avenue and Demers Avenue exits. It could help with future growth in the Industrial Park area and provide a quicker way for residents to access that area | 36 | 4 | 32 |
| BUILD THE BRIDGE!!! FIRST PRIORITY. Should have been up and functional by 1980. | | | |
| Build ANOTHER bridge farther south for truck and agriculture traffic. | 105 | 135 | -30 |
| Cafe to support lunch option for EERC employees. | 0 | 6 | -6 |
| Convert abandoned rail line to bike trail. | 1 | 0 | 1 |
| Develop a linear park along existing shelterbelt with bike path extension | 36 | 0 | 36 |
| Expand paved Greenway trail further south before more residential development takes place. The train system has improved quality of life greatly. If this is not done before further development, it will just be sidewalks along Belmont, which is not the same. | 120 | 0 | 120 |
| Farm field in the middle of town great location for new development | 117 | 65 | 52 |
| Infill mixed-use (retail and apartments/condos) at Grand Cities Mall. At least three stories, not strip malls. | 112 | 56 | 56 |
| Infill possibility | 12 | 4 | 8 |
| Is there any way to expand the bike trail here North of Washington, by the coulee? | 42 | 0 | 42 |



| | | | |
|---|-----|----|-----|
| Lots of opportunity with pockets of space that can be developed for mixed residential and retail. For example, this house has been here for years and is an absolute eye sore. Time to sell/buy and move on to another opportunity. | 8 | 12 | -4 |
| Merrifield Bridge to help bypass regional truck traffic from traveling through downtown Grand Forks and East Grand Forks. This should reduce the traffic backups downtown especially during beet harvest | 117 | 0 | 117 |
| New interchange at 47th Ave. This should spur development in the area and pull traffic off of 32nd Ave. | 196 | 28 | 168 |
| Pave this alley as a bike path/woonerf and add a connection up the levee (not along the sketchy sidewalk) to the Kennedy Bridge path. This will enhance the connection between Grand Forks and East Grand Forks for active transportation. | 2 | 0 | 2 |
| Please add connection from Greenway path system to Kittson Ave. See Figure 100 of https://s3-us-west-2.amazonaws.com/mysocialpinpoint/uploads/redactor_assets/documents/dc34a4c92c9453a3fc6257b897f7e125940913adfc83eb72d1ce4c15a844df8c/22310/DT_GFEGF_TransportationStudy_2020.pdf . | 12 | 0 | 12 |
| Put shared-use paths in before the neighborhood, park, or other facility is installed. It is too hard to add it after the houses are built and government caves to one neighborhood who resists the trail and makes everyone on bike or stroller walk on the street or overcrowd the sidewalks. | 4 | 0 | 4 |
| The fairgrounds are a wreck and an eyesore. Please fix up with some better buildings. Some could be year round buildings open for winter events. | 8 | 0 | 8 |
| The mall used to be a staple in the community, not only was it filled with many great stores, but also was a place for teens and families to get out in the winter time. It would be great to bring in a museum, aquarium, or some other indoor playground to try bring more businesses back. | 54 | 0 | 54 |
| The University of North Dakota is a tremendous advantage and asset to Grand Forks. Many in the community understand that asset and the benefit of UND to the community, but there are others who limit and inhibit University leadership. We should do all we can to support UND and the arts, athletics, and student dollars that come to Grand Forks. We should ensure not only Grand Forks support, but ensure legislative members and the state as a whole support UND and higher ed. | 6 | 0 | 6 |
| This area has a ton of redevelopment potential if the trailer park were to be moved elsewhere. | 24 | 18 | 6 |
| This area is disconnected to the greenway. Can there be a path that heads East toward 17th St and on to 182nd to provide trail access? | 16 | 0 | 16 |
| This large empty field off Alpha Avenue and by the potato warehouses would be a great place for a youth baseball diamonds. The north end currently has only one baseball diamond for youth, at University Park. There is plenty of room for a diamond and parking here. | 12 | 0 | 12 |
| This neighborhood is growing quickly with families and kids. Time for a park for all ages that includes playground equipment and soccer and baseball fields. | 2 | 0 | 2 |
| US Highway 2 to Interstate 29 high-speed ring road to allow drivers to get around town quickly. This could also reduce traffic during the beet harvest. | 1 | 0 | 1 |
| we NEED a south end bridge. | 27 | 54 | -27 |



| | | | |
|---|----|---|----|
| Work with EGF to extend the Greenway bike path further south on the MN side of the river, hopefully to eventually connect to a south end bridge or another pedestrian bridge. | 25 | 0 | 25 |
|---|----|---|----|

ISSUES AND LIMITATIONS

31 locations were identified as creating issues or limitations to growth and development. The most supported comments include:

- Lack of **affordable single-family homes**
- **Infill development is generally preferred** to southern expansion (due to increased costs and use of farmland)
- **Industrial area north of Gateway** limits any easy expansion of residential or retail to the north
- **No schools west of the interstate** limits residential development
- **Traffic safety concerns** limit residential development
- **Train traffic limits** movement downtown
- **Schools need to be provided in all areas** – specifically northern Grand Forks

The table below presents the locations with overall level of agreement (based on likes/dislikes and comments). Locations with general disagreement are highlighted in red, and significant agreement in green (greater than 10 likes).

| Comment | + | - | Net |
|---|----|---|-----|
| 12th and 13th Ave SE are used as a passthrough to get to homes south of 13th St SE. This places alot of traffic, at high speeds, going by parks and homes. Can something be done to slow the traffic or detour fast speeds? | 4 | 0 | 4 |
| 24th Avenue and 34th Street get to be really condensed, especially with the new apartments that went up and the messed up intersection with South 29th Street. 24th and 34th should be two lanes all the way from Columbia to 32nd to carry traffic through more efficiently and accommodate drivers turning off these roads. People essentially use it as a way to bypass 32nd and Columbia, might as well embrace it. As a sidenote, something really needs to be done about the 24th Ave. and 29th St. intersection. The city messed it up when Ross moved in to prevent people from turning left out of Ross, but now making a left turn from 29th onto 24th means darting across traffic and making a very sharp left turn, as opposed to a much smoother left turn like you could before. Additionally, the signage on 29th indicates only a left turn lane and a right turn lane. There is no signage for going straight through the intersection, which means people going straight can end up in both lanes, and somebody making a right turn can end up stuck indefinitely behind someone trying to go straight. | 9 | 6 | 3 |
| A better trail connection is needed from the trail that passes the fairgrounds to the Greenway. Mill Road is not safe in current state and weaving through the neighborhood is challenging. | 3 | 0 | 3 |
| A general issue in Grand Forks is affordable single family housing. We have town homes and apartments flying up to maximize developer and property owner profits, but there is a limited stock of affordable homes for new home buyers. What is the biggest issue? Property costs? Monopolies of developers and land owners? This will limit Grand Forks growth and make it less attractive to families in the future. | 12 | 0 | 12 |
| California is a terrible state, have a great day | 0 | 0 | 0 |

| | | | |
|--|----|----|-----|
| Continued expansion to the south means a lot of money spent to expand streets, sewer, etc. What can be done to encourage denser single-family housing in order to slow expansion of liabilities? | 49 | 14 | 35 |
| General limitations include parking minimums. Parking minimums are regulations that require a minimum number of off-street parking spaces per business or residential building, defined by a formula. For example, Grand Forks requires at least two off-street parking spaces per housing unit (https://www.grandforksgov.com/government/city-departments/inspections/rental-inspections-program). Parking minimums take space that might be useful for other purposes (more housing units in an apartment building, or more seats in a restaurant if there are business parking minimums) and ties that space up in parking spots, whether those spots are needed or not. | 4 | 4 | 0 |
| I concur, this intersection is poorly designed and provides little ped. protection due to angles of traffic approaching and how each road is controlled. | 3 | 0 | 3 |
| In general throughout the city, there needs to be more neighborhood grocery stores and shops/cafes that allow for easy walking accessibility and for those without cars. | 6 | 9 | -3 |
| Industrial area north of Gateway limits any easy expansion of residential or retail to the north. Infill development is better, of course. | 25 | 5 | 20 |
| Is there any way that LM Windpower could schedule blades to depart during low traffic times instead of morning commute, lunch times, and evening commutes. | 2 | 1 | 1 |
| Move racetrack out of town so people will want to live in this area. | 2 | 1 | 1 |
| No schools west of the interstate limit residential development. Has the school district given any input on a future elementary school location? | 36 | 0 | 36 |
| Opportunity for retail/restaurants/cafes along Dyke Ave to serve neighborhood between UND and downtown (and EERC employees for lunch), but access is limited on east and west end. Bike/ped bridge over Washington and path from EERC to UND campus would push people on bicycles through this area. | 10 | 20 | -10 |
| People drive very fast on 1st into/out of Riverside Park. A 4-way stop is needed at 1st and Conklin to slow traffic; just like there is one on 3rd and Conklin. That or speed tables are needed before a kid on a bike gets killed on this street. | 72 | 8 | 64 |
| Please do not continue building South of Grand Forks. Northern and Western expansion would encourage continued development for a robust and diverse community. | 6 | 0 | 6 |
| STOP chewing up excellent farm land by expanding south. There is perfectly usable land to the north and west. Residential development to the north could even assist in economic development up north. | 72 | 32 | 40 |
| THANK GOD for the Mayor of EGF. EGF has certain streets in terrible condition, but City Council wants to wastefully jackhammer perfectly serviceable concrete on Bygland Road instead of fixing actual problems. Adding injury to insult, the purpose of destroying the Bygland roadway is to install a Eurotrash Roundabout. This will harm traffic flow for the majority of Bygland users, and it will delay emergency-services (Ambulance, Fire, Police) to the south of the roundabout as those vehicles will have to navigate the traffic circle. The Roundabout will complicate snow removal. Again, my thanks to the Mayor for standing firm against this waste of resources and detriment to safe and smooth traffic flow for the majority of Bygland motorists. City Council needs a "Tune-Up". | 0 | 6 | -6 |



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|---|----|-----|------|
| The city needs a new GFPS superintendent and school board who actually have a clue. They are tone deaf and are in denial about why the facilities referendum failed by so much. | 16 | 8 | 8 |
| The intersection at Belmont & 4th has been identified as a problem now, and especially in the future. 4-way stop signs are a poor way of controlling this intersection. There should be an intelligent (camera controlled) traffic signal system installed on this intersection ASAP to help improve traffic flow. | 9 | 15 | -6 |
| The intersection of this frontage road and Columbia is a nightmare. | 20 | 0 | 20 |
| This intersection and the one to the North at University and 42nd not only limit traffic, but create potentially dangerous emergency management situations (i.e. limiting routes for first responders). These two intersections need to have a way to let traffic flow continue despite trains. | 1 | 0 | 1 |
| This intersection is confusing and dangerous! Maybe make it a mini-roundabout, but add pedestrian crossing lights. | 48 | 6 | 42 |
| This intersection is poorly controlled for ped traffic. The new islands and signage is great, but a round about here would work much better | 8 | 4 | 4 |
| This intersection with a roundabout is quite annoying. Please remove the round about and put a normal 4 way intersection. North/South directions with Stop signs, and East/West with Yield Signs. | 16 | 304 | -288 |
| This location needs a larger; more connected sidewalk for pedestrians. | 8 | 0 | 8 |
| This road desperately needs to be repaved. | 1 | 0 | 1 |
| This speed limit in this area between Walmart and the Airport Road is in serious need of being raised from 40 to 55. No legit reason for it being this slow. Needlessly slow speed limits are a major factor in contributing to road rage incidents. | 10 | 20 | -10 |
| Trains perpetually blocking this major North/South corridor within the city ESPECIALLY between two areas where the city wants to encourage growth: UND (student dollars) and the Alerus Center (student and general tourism dollars). Somehow, this intersection needs to be kept open for a good flow of traffic to from campus, to and from one of the main sports and activity venues, and to and from the main shopping centers to the south. | 35 | 0 | 35 |
| Until there is a broader vision and community leadership, individuals and small pockets will limit growth. We need a plan, i.e. GFPS, that helps to advance the whole community. The referendum was an opportunity missed and it failed, in part, because a small pocket had their own self interests way before the greater community. This happens all the time in Grand Forks. We need a community vision and plan and then a leader who can help create buy-in and move all forward together. | 0 | 35 | -35 |
| We need to ensure all areas of the city have access to schools in order to keep our neighborhoods strong and thriving. Additionally, there are a lot of lower income families in the north end so moving schools further away will just add additional challenges to both these families and the entities who will have to help pay to bus the kids. | 36 | 0 | 36 |

