



Grand Forks 2050 Land Use Plan

Public Open House

4:30 p.m. - 6:00 p.m. Tuesday, March 8, 2022

Grand Forks City Council Chambers

	Name	Company	Email	Telephone
1	Teri Kouba	The Forks MPO		
2	Cal Thelen	NA		
3	John Schumaker	Planning & Zoning		
4	Nelson Roset	GFC Hist Soc		
5	Keith Lund	Grand Forks Region ED		
6	David Sweeney	SRF		
7	Mark Schill	Praxis		
8	Ryan Brooks	City Planning		
9	Stephanie Halford	City Planning		
10	Andrea Edwards	City Planning		
11	David Kubarenko	City Engineer		
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[REDACTED]
Sent: Wednesday, March 16, 2022 4:31 PM

To: Scott Harmstead <SHarmstead@srfconsulting.com>

Subject: 2050 planning

Hello Scott, my name is [REDACTED]. I've been a resident of grand forks for 12 years. As I was over looking the plans for grand forks future, I can't help but possibly come up with a few ideas. First I believe we should look into a public and free man made lake possibly toward the north end of gf. I believe we have the resources and the support to get a project like this running. With this lake we could use the surrounding area to plant native wildflowers around to help our ever important bee population. In addition to the wildflowers we could plant apple/native trees to shade the water from evaporate as well as free apple the community could pick. If we happen to have an abundance of fruit we could host an apple festival in the fall which could be another amazing community event to bring us all together. In conjunction of these two project I really believe we need to invest in public transportation especially in the winter for folks underprivileged. Thank you for your time!

Sent from my iPhone

[REDACTED]
Sent: Thursday, March 24, 2022 12:01 PM

To: Scott Harmstead <SHarmstead@srfconsulting.com>

Subject: land use plan feedback

Hi there!

I'd like to share some comments about the 2050 Land Use Plan.

I really appreciated the explanation about how developing 32nd Ave S to 6 lanes would inhibit active transportation, biking specifically. People who don't bike don't usually understand how hostile intersections or roads can be to bicyclists or pedestrians. I did have a hard time finding information or visuals with specifics about how this "active transportation" could be implemented? Figure 7 on page 43, with the note about connecting the bike paths to existing infrastructure, seems to be the only place where specific info is presented about bicycle infrastructure? I think in past documents there have been drawings of bike lanes on the streets downtown, and I was disappointed not to see this kind of figure in the plan.

My own anecdotal experience biking to work from the 1200 block on Walnut where I live to my work at the UND School of Medicine is that drivers are very hostile to bike traffic downtown; I get honked at and experience road rage almost 50% of the time when biking between Division and 2nd avenues, particularly in the afternoon. People also often speed up to pass me and then make a right-hand turn right in front of me. I also prefer to take 8th rather than University Avenue to get to the university because University Avenue is always loaded with traffic, and parked cars. People don't understand why I'm biking a door's length away from the parked cars and honk, or they lurk behind me, afraid to pass, even though there's room. I'd rather cross Demers on 8th without a light than have to defend my space on University, especially between University park and Columbia, where lots of students are circulating, trying to find parking. Surprisingly, drivers are much more friendly and accommodating in the more industrial areas of town, often waving at me. I avoid biking to the south-west part of town because of damaged sidewalks

and drivers being much more likely to cut me off, not to mention the dangers of the intersections, which almost always have visibility issues as well as just plain dirt and garbage. The snow is also an issue in the winter, I have to ride further out into the lane because of the ridges of uncleared snow at the side of the roads.

Overall, I really appreciate the plan's focus on active transportation, it makes a big difference to my quality of life and impacts my decision to remain living in Grand Forks and potentially start a family here.



Comments received on the future land use map:

