

## Overcoming Barriers

## Strengthening Connections



## Ensuring Opportunities

## Planning One Community

“A community that provides a variety of complementary transportation choices, that are fiscally constrained, for people and goods.”

MPO Staff Report

MPO Technical Advisory Committee, January, 9 2019 1:30 pm

MPO Executive Policy Board, January 23, 2019 12:00 Noon

<b>RECOMMENDED ACTION</b>	Recommend to MPO Executive Policy Board to adopt the 2045 Bicycle and Pedestrian Element
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Matter of Approval of the Bicycle and Pedestrian Element of the 2045 Metropolitan Transportation Plan.

### BACKGROUND:

Guided by the Bicycle and Pedestrian Advisory Board, for the last two and a half years, MPO staff has been dedicatedly working on the drafting of the 2045 Bicycle and Pedestrian Element. The draft document is available for review at:

<https://documentcloud.adobe.com/link/track?uri=urn%3Aaaid%3Aascds%3AUS%3A0fc27304-74d5-434e-9555-370ef8b7ab40>

Stakeholders and related agencies have been striving to address the bicycle and pedestrians needs and system’s physical conditions, improve children’s and user’s safety and to enhance access and mobility for members of vulnerable populations for the communities of East Grand Forks (MN) and Grand Forks (ND). On December 21, 2018, MPO staff prepared and submitted a set of proposed Performance Measures to fulfill the Goals, Objectives and Standards supporting the Advancement of the Bicycle and Pedestrian Element. A full draft version of the Performance Measures document is attached.

MPOs are required by the Federal Highway Administration (FHWA) to adopt performance targets for defined performance measures, including for safety, transit asset management, system performance, bridge condition and pavement condition. In this regard, enabling regulations and

requirements emanate from the enacted FAST (*Fixing America Surface Transportation*) (2015) Act. FAST encourages a performance-driven and outcome-based transportation planning process.

As requested by stakeholders at the Technical Advisory Committee (TAC) Meeting on December 12, 2018, the set of Performance Measures document was prepared by MPO staff to help local governments, stakeholders and agencies to establish baselines and benchmark progress towards improvements in local pedestrian and bicycle transportation. Performance Measures serve to track performance outcomes, to measure progress toward achieving national transportation goals and to inform transportation decision making.

However, defining, adopting and implementing these proposed measures require the dedicated cooperation of local government's departments, other state agencies and stakeholders. As a result, the development of the proposed performance measure targets –among others- relies heavily on staff's availability, accessibility of information and stakeholder's support for these measures. Implementation of the proposed measures requires stakeholder's cooperation.

#### **ANALYSIS AND FINDINGS OF FACT:**

- None

#### **SUPPORT MATERIALS:**

- Full Version Preliminary Performance Measures Report (ATTACHED)

**GOAL 1: ECONOMIC VITALITY  
PERFORMANCE MEASURES**

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
1	1	1.1.1	1.1 Access to community destinations (Performance Measures Guidebook) <sup>1</sup>	Estimated % of residences within a 1/4 mile of walking distance from an existing pedestrian facility	Increase to 100% in next 5-years  Currently 99% of the residences are within 1/4 mile of a sidewalk	<ul style="list-style-type: none"> <li>Local parcel data</li> <li>GIS data on schools, parks, healthcare centers, and other daily destinations</li> <li>Optional: Demographic MPO GIS-ATAC Trip Generation Model</li> <li>MPO GIS-ATAC Trip Generation Model</li> </ul>
1	1	1.1.4		Estimated % of residences within 2-miles biking distance of an existing bicycle facility	100% of residences in both cities are inside 2-miles buffers.	
1	1	1.1.5				
1	1	1.1.6				
1	1	1.1.3	1.1 Access to jobs (Performance Measures Guidebook)	Estimated % of jobs within a 1/4 mile of walking distance from an existing pedestrian facility. Except Airport	Increase to 100% in 5-years  Currently 90% of jobs are within 1/4 mile of a sidewalk	
				Estimated % of jobs within 2-miles biking distance of an existing bicycle facility	99.9% of jobs in both cities are inside 2-miles buffers. Except GF Airport	

**GOAL 2: SECURITY  
PERFORMANCE MEASURES**

See: Goal 2: See: Action Initiatives

<sup>1</sup>[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/performance\\_measures\\_guidebook/pm\\_guidebook.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf)

**GOAL 3: ACCESSIBILITY & MOBILITY  
PERFORMANCE MEASURES**

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
8	3	8.2.3	3.1 Accessibility	Number of ADA curb ramps installed into existing sidewalks / shared use paths annually & every five years	EGF: After 10 years, 40% of accessibility features that were constructed after January 26, 1991, would be ADA compliant. GF: TBD	Inventory data for: Baseline to be provided by Departments of Engineering
8 5	3 5	8.2.3 8.5.4		Miles of sidewalk installed annually	Install at least 1.5 miles (EGF) and 3.0 miles of sidewalks (GF) per year for the next five years. Estimated Sidewalk construction 2012-2015: EGF: 5.50 Miles GF: 17.58 Miles	
8 7	3 1	8.2.3 7.1.3		Miles of proposed bicycle facilities installed annually	Build 20% (2-Miles per year) of planned Bicycle Facilities in the next five years	

3	3	3.3.1	3.3 Mobility	Commute Mode Share	<p>Increase Commuting Share by 25% in next five years by 5% per year by Mode for</p> <p>Grand Forks at Existing: Bicycle 1.0 =1.25 Walked 4.1=5.1</p> <p>East Grand Forks at Existing: Bicycle 0.1 =0.125 Walked 2.0 =3.1</p>	American Community Survey 5-Years Estimates
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**GOAL 4: ENVIRONMENTAL/ENERGY/QUALITY OF LIFE  
PERFORMANCE MEASURES**

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
4 4 4 4	2 6 6 6	4.2.1 4.6.1 4.6.2 4.6.3	Transportation disadvantaged Population served (as defined in EJ Manual)	Percent of transportation-disadvantaged population within a 2-miles biking distance to an existing bike path, or shared use path.	100% of residences in both cities are inside 2-miles buffers.	
1 1 3	1 1 3	1.1.1 1.1.6 3.3.1	4.3 Physical Activity and Health	Percent/Increase/Decrease of walking trips	Increase by 550 (15% number of bicyclists and pedestrians) on the Greenway	Local Counts: Greenway Trail: 3853 Biking:2234 Walking:1616 (2015)
3 4	3 3	3.3.2 4.3.3		Percent increase/decrease of bicycle trips	Increase by 30 (10% annually) – in the next five years- the number of Elementary students biking or walking to school as measured at the Bike-Walk to School Day	Walk-Bike to School Day: 300 (2017)

**GOAL 5: INTEGRATION & CONNECTIVITY  
PERFORMANCE MEASURES**

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
3	3	3.3.1	5.1 Bicycle boarding on buses.	Percent of transit shelters on fixed routes that are accessible and are adjacent to bike network	Increase to 70% in the next five years  Currently 19 of 35 transit shelters are adjacent to bike network	Cities Area Transit Agency
				Percent of fixed-route transit vehicles equipped with racks to accommodate bicycles	Target 100%	

**GOAL 6: EFFICIENT SYSTEM MANAGEMENT  
PERFORMANCE MEASURES**

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
6	2	6.2.1	6.1 Comparison of programmed dollar amounts to actual obligated dollar amounts.	Have no greater than 25 percent variance when comparing programmed dollar amounts to the actual obligated dollar amounts for projects listed in the GF/EGF MPO TIP.	Target #0 MPO Annual Report	MPO TIP/Financial
6	2	6.2.2				
6	2	6.2.1				

**GOAL 7: SYSTEM PRESERVATION  
PERFORMANCE MEASURES**

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
7	1	7.1.2	7.2 Pavement Condition (on bicycle network facilities)	Percent good and poor pavement condition rated for Non-interstate roads with on road bike facilities	Increase to 40% the miles rated as good (Currently 15% rated Good)  5% miles rated as poor (Currently 0% rated Poor)	Pavement Condition Analysis Study (2014)
7	2	7.2.1				
7	1	7.1.2	7.3 Bridge condition (on bicycle network facilities)	Percent of Bridge Structures NHS/Non-interstate leading to bicycle/pedestrian facilities. Focus on Bridge Structures that are part of network	Increase to 100% the number bridge structures with Multi-use trails rating condition equal to or greater than 60%	Ratings: 2016 US Hwy Over Ped/83.1 River Rd/Gateway: 79.8 J.F Kennedy: 48* A.G Sorlie: 50.4* L. Murray M: 75.4 Bygland Rd/Over Stream: 81.9 Bygland Rd/Over Stream: 97.5  Current rating: 71% Pedestrian Bridges are not rated  *Rehabilitation work not included



**GOAL 8: SAFETY  
PERFORMANCE MEASURES**

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
8	1	8.1.1	8.1 Reduce fatal, injury, total crash rates for bicyclists and pedestrians. Account for Annual Average:	Number of Non-motorized fatalities  (GF-2010-16=0) (EGF-2011-14=0)	Zero Deaths	Performance Plan North Dakota Highway Safety Plan (2018)  Minnesota Highway Safety Plan
				Number of Non-Motorized Serious Injuries  (GF-2010-16=10) (EGF-2010-15=6)	3 or less	

**GOAL 9: RESILIENCE & RELIABILITY  
PERFORMANCE MEASURES**

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
9	1	9.1.4	9.1 System Reliability for Bicycle and Pedestrian Activities	Snow Removal: Report on a coordinated program for education and enforcement with the community	Reduce by 50% Number of Complaints received concerning Snow Removal	Grand Forks-East Grand Forks Departments of Engineering
9	2	9.2.2			Reduce by 50% Length of (Lft) sidewalk cleared as a result of a complaint.	Grand Forks #Complaints (2018) Estimated: 232  East Grand Forks: TBD  (2018) Estimated: 18,860 Lft. (311 calls)

**GOAL 10: TOURISM  
PERFORMANCE MEASURES**

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
10	2	10.2.1	10.1 Access to tourist sites & other community destinations	Number of Hotels adjacent to multi-use facilities	Increase by 2 hotels in next 5-years	<ul style="list-style-type: none"> <li>Local parcel data</li> </ul>
10	2	10.2.2			Currently 87.5% of the hotels are adjacent to a Multi-use facility	
10	2	10.2.3				