



City of Grand Forks  
Staff Report  
Committee of the Whole – July 28, 2025  
City Council – August 4, 2025

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**Agenda Item:** Safe Streets and Roads for All Comprehensive Safety Action Plan

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**Submitted by:** Engineering Department, David Kuharenko, PE (Assistant City Engineer)  
Planning Department, Andrea Edwardson, AICP (Planning Manager)  
GF/EGF MPO, Stephanie Halford (Executive Director)

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**Staff Recommended Action:** **Adopt the Safe Streets and Roads for All Comprehensive Safety Action Plan**

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**Committee Recommended Action:** Motion by Berg, second by Weigel to move item to City Council with a recommendation to approve. Motion carried unanimously.

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**Council Action:**

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**BACKGROUND:**

The Bipartisan Infrastructure Bill (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries. These grants come in two forms Planning Grants and Implementation Grants. To be eligible for Implementation Grants for the construction of safety projects, the applying entity needs to have adopted a Comprehensive Safety Action Plan.

The Grand Forks/East Grand Forks Metropolitan Planning Organization (MPO) was awarded \$400,000 in Federal funding for a Planning Grant to develop a Comprehensive Safety Action Plan for the MPO area (80% Federal/10% East Grand Forks/10% Grand Forks). Bolton & Menk was hired by the MPO to develop the Comprehensive Safety Action Plan for the MPO area. Bolton & Menk has completed the Comprehensive Safety Action Plan and is now bringing it to the jurisdictions involved for adoption.

It is anticipated that the next Notice of Funding Opportunity for the SS4A program will come out in March of 2026. The minimum federal award for Implementation Grants is \$2 million, with a maximum federal contribution of 80%. It is anticipated that upon the next solicitation, that City staff will likely bring forward a project for City Council’s consideration.

This project has been considered at a number of previous Council/Committee/Public meetings, some of which are as follows:

- July 20, 2022 – The MPO Executive Board approved proceeding with a joint applications for the SS4A grant with Grand Forks and East Grand Forks.
- August 1, 2022 – Grand Forks City Council approved applying for the SS4A Planning Grant and Memorandum of Understanding (MOU) with the MPO and the City of East Grand Forks.
- August 2, 2022 – East Grand Forks City Council approved applying for the SS4A Planning Grant and MOU with the MPO and City of Grand Forks
- June, 11, 2024 – Public Open House
- July 8, 2024 – A project update was given to Grand Forks City Council
- July 9, 2024 – A project update was given to East Grand Forks City Council
- July 10, 2024 – A project update was given to East Grand Forks Planning & Zoning
- July 10, 2024 – A project update was given to Grand Forks Planning & Zoning
- July 13, 2024 – A pop-up event was held at Skidmore Park Grand Reopening
- July 17, 2024 – A project update was given to the MPO Executive Board
- August 24, 2024 – A pop-up event was held at the Downtown Street Fair
- September 6, 2024 – The 17<sup>th</sup> Ave S Walk Audit Occurred
- April 8, 2025 – A project update was given to East Grand Forks City Council
- April 14, 2025 – A project update was given to Grand Forks City Council
- April 16, 2025 – A project update was given to MPO Executive Board
- June 9, 2025 – A project update was given to Grand Forks City Council
- June 10, 2025 – A project update was given to East Grand Forks City Council
- June 18, 2025 – A project update was given to MPO Executive Board
- June 26, 2025 – An open House was held at the East Grand Forks Car Show
- June 27, 2025 – A pop-up event was held at Smiley Park opening
- July 8, 2025 – A project update was given to Dual City Council meeting
- July 22, 2025 – A project update was given to the East Grand Forks City Council
- In addition, this project has been previously reviewed at a number of various committee meetings

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

- The MPO received notification that funding was awarded on January 31, 2023.
- The grant agreement between the MPO and Federal Highway Administration (FHWA) was executed on September 11, 2023.
- Qualifications Based Selection process was used for consultant selection since Federal funds are involved.
- The MPO selected Bolton & Menk to complete the project.
- Bolton & Menk began working on the project in March of 2024.

### **SUPPORT MATERIALS:**

- Presentation Slides (10 pages)
- SS4A project website with the final Safety Action Plan and Appendices  
<https://storymaps.arcgis.com/stories/e4650e0e7d6c4dfc8d1d89546776531f>

# Grand Forks Committee of the Whole Adoption Presentation

July 28th, 2025

# Adoption Presentation

## Today's presentation is on:

- Update on incorporated comments
- What is being adopted



# Edits and comments since Dual Meeting

## Chapter 1: Introduction

- No edits

## Chapter 2: Area Demographics

- No edits

## Chapter 3: Alignment with Current Planning Efforts

- No edits

## Chapter 4: Peer Communities Review

- No edits

## Chapter 5: Public Engagement

- Updated with Dual Council and Final Engagement

## Chapter 6: Data Evaluation

- HIN and Numbers



# Chapter 7: Segment Project Tables

## Updates:

- Cost Estimates on facility types recommended in counter measures

### Cost Estimates

In order to assist the MPO and Cities with the prioritization of projects and to understand future budgetary needs, this project team developed a list of cost estimates. These are intended to assist in the development of planning level costs for projects by city engineering and public works staff. Capital costs were estimated based on completed project costs in North Dakota and Minnesota.

Table 4. Facility Cost Estimates

	Facility Type	Annual O+M Cost	Capital Cost
Bike/Ped Facilities	Concrete Trail (8' wide or less)	\$1,200 to \$2,000 / Mile	\$1,400,000 to \$1,700,000 / Mile
	Concrete Trail (10' wide)	\$1,500 to \$2,500 / Mile	\$2,200,000 to \$2,500,000 / Mile
	Asphalt Greenway (12' wide)	\$1,800 to \$3,000 / Mile	\$1,600,000 to \$1,900,000 / Mile
	On-Street Bikeways (8' wide)	\$50,000 to \$100,000 / Mile	\$100,000 to \$150,000 / Mile
	Sidewalks (5' wide concrete)	\$500 to \$1,000 / Mile	\$500,000 to \$600,000 / Mile
	Separated Bikeways (8' wide)	\$1,500 to \$2,500 / Mile	\$2,700,000 to \$3,100,000 / Mile
Crossing Treatments	ADA Curb Ramp Retrofit	Minimal	\$5,000 - \$10,000 / Ramp
	Half Corner Curb Extension	Minimal	\$20,000 - \$30,000 / Quadrant
	Full Corner Curb Extension	Minimal	\$35,000 - \$55,000 / Quadrant
	High Visibility Crosswalks	\$1,000 - \$2,500	\$1,000 - \$2,500
	Median/Refuge Island (6' to 8' wide)	Minimal	\$25,000 - \$40,000 /100 LF
	Crossing Signs	Minimal	\$500 - \$1,500
Intersections	Pedestrian Hybrid Beacon Signal	\$4,000 - \$6,000 / year	\$200,000 - \$250,000
	Rectangular Rapid Flashing Beacons	Minimal	\$20,000 - \$30,000
	Flashing Warning Sign	Minimal	\$4,000 - \$8,000
	Signalized Intersection	\$6,000 - \$10,000 / yr	\$400,000 - \$500,000
	Upgrade Signal Cabinet for Push Buttons	Minimal	\$3,000 - \$5,000
	Pushbutton Station	Minimal	\$2,000 - \$4,000
	Countdown Head	Minimal	\$1,250 - \$2,000
	Relocate Signal Pole	Minimal	\$10,000 - \$25,000 / Pole
	Pedestrian Level Lighting	\$800 - \$1,000 / yr	\$6,000 - \$15,000 / Light
	Street Light at Intersection	\$1,200 - \$1,800 / yr	\$7,500 - \$10,000 / Light
Single-Lane Roundabout	\$1,000 - \$2,500 / yr	\$2,000,000 - \$3,000,000	
Compact Roundabout	\$1,000 - \$1,500 / yr	\$1,000,000 - \$1,500,000	



# Chapter 7: Segment Project Tables

## Updates:

- Updated Anticipated Project Impacts

- ROW
- Access
- Utilities
- Trees
- Parking
- Historical

- Perceived Difficulty of Implementation by agency

- Low
- Medium
- High

Proposed Projects

Table 7. Segment Projects (\*Layout and Figure available in Appendix E)

Location	Project	Rationale	Anticipated Project Impacts	Perceived Difficulty (Agency)	Priority Score	Timeline
<b>East Grand Forks, MN</b>						
Louis Murray Bridge (3rd Avenue over the Red Lake River)* (EGF)	Add sidepath or separated bike lanes to the bridge	Critical connection across Red Lake River. Substandard pedestrian facilities, wide existing lanes (around 20') plus 5' shoulders	N/A	Low	11.0	Standalone Project Short-term (0-5 years)
14th Street NE - 3rd Avenue NW to Hugo's (EGF)	Consider access modifications, left turn lanes at high-volume accesses, and fill in sidewalk gaps. Access revisions would require further study and coordination with business owners	Frontage road intersections near traffic signal at Central Ave increases crash potential. Issues for drivers coming from Hugo's or High School, no lane markings have led to confusion for right turning drivers and frontage road access	Access	Medium/ Low	8.9	Standalone Project Mid-term (5-10 years)
Bygland Road - 1st Street SE to Central Middle School* (EGF)	Add on-street bike facility, curb extensions  Potential roundabout at 5th Avenue SE	Wide existing lanes (around 20') can encourage disorderly traffic flow and elevated speeds, proximity to South Point Elementary and Central Middle Schools, combined access to VFW Arena and EGF Fire Department along with a realigned 5th Avenue SE intersection would likely result in good operations at a single-lane roundabout	ROW Parking Utilities	Low	8.8	Standalone Project Short-term (0-5 years)
US 2 near CR 73 (MnDOT)	Chevron signs on horizontal curve, improve pavement markings on existing northbound turn lanes (add arrow symbols)	15 single vehicle crashes on curve since 2014	N/A	Low	5.6	Standalone Project Mid-term (5-10 years)

# Appendix Items:

## Updates:

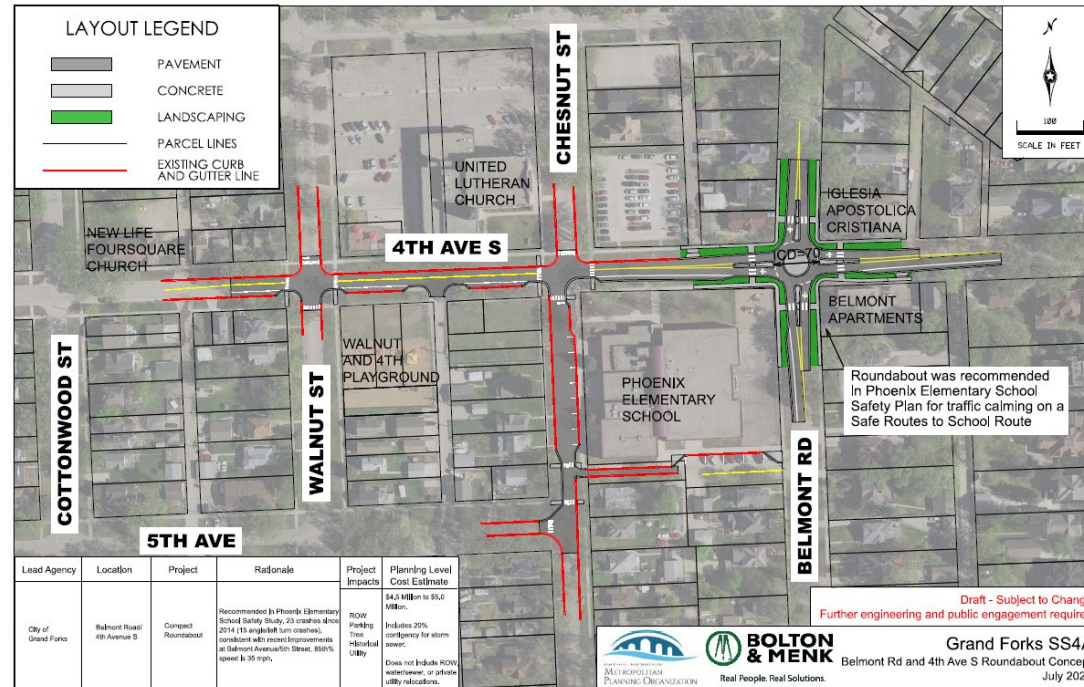
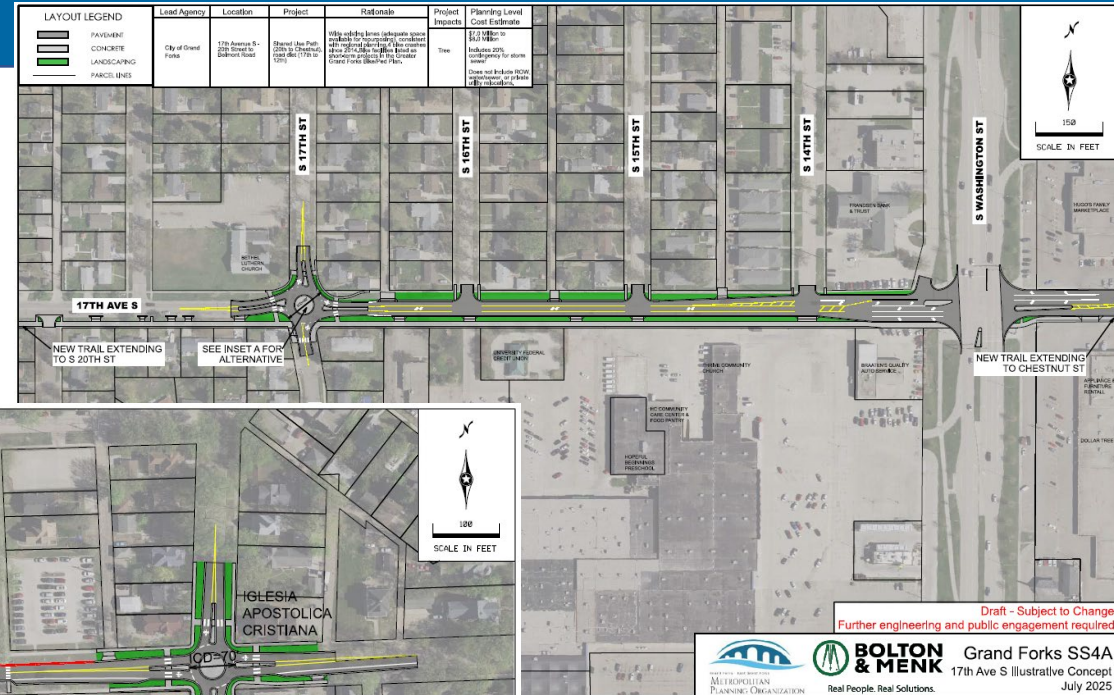
- Bygland Layout near Fire Department



# Appendix Item updates:

## Updates:

- Belmont & 4<sup>th</sup> Ave Layout
- 17<sup>th</sup> Ave. Layout



# Chapter 8: Progress and Transparency

## Why Progress & Transparency Matter

Goal: Build trust and shared ownership in safety

### Key Points

- Embeds a culture of safety across departments and community
- Enables data-driven decision-making and responsive strategies
- Reinforces public trust through open communication

# Chapter 8: Progress and Transparency

## Framework for Evaluating Project Implementation and Impact

### Measuring Success

- **Crash Data & Analysis:**
  - Track serious injury and fatal crashes (2014-2023 baseline).
  - Analyze trends by mode, location, and demographics.
- **Infrastructure Implementation:**
  - Focus on High Injury Network (HIN) improvements.
  - Apply consistent safety countermeasures.
- **Policy Alignment:**
  - Coordinate with CIPs, TIP, SS4A, and Complete Streets.
  - Update the Safety Action Plan every 5 years.



### Measuring Progress

Crash Data and Analysis

Data Collection and Maintenance

Infrastructure Implementation

Policy and Program Alignment



# Chapter 8: Progress and Transparency

## Framework for Evaluating Project Implementation and Impact

### Transparency & Community Engagement

- **Public Reporting:**
  - Share updates via newsletters, websites, and meetings.
  - Highlight project outcomes and community impact.
- **Leadership & Community Forums:**
  - Annual roundtables with elected officials and stakeholders.
  - Neighborhood safety forums and public feedback channels.
  - Adjust plans based on data and community input.

### Transparency in Planning and Implementation



Reporting and Public Accessibility

Community and Leadership Engagement

